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PITHER & LEISER,
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DYNAMITE FOR GENERAL WELLS

Desperate Attempt Made to Kill Smuggler-Union Mine Manager

EXPLODED UNDER HIS BED

Sleeping in Same Building in Which Manager Collins Was Killed

Telluride, Colo., March 28.—Eluding the night guard stationed at the Smuggler-Union mine at Pandoa, two miles south of Telluride, and the searchlight which is constantly thrown about the premises during the night from the high tower of the mill as a precautionary measure, an unknown person gained access to the residence of General Bulkley Wells, general manager for the Smuggler-Union Mining company last night and planted dynamite under his bed.

The dynamite was exploded by igniting a fuse on the outside of the building about two o'clock this morning when the intended victim was asleep. He was hurled against the ceiling and alighted under a mass of debris, but escaped with a few scratches and bruises and impaired hearing.

Although a systematic search has been made by Sheriff Fitzpatrick and deputies, aided by hundreds of citizens, no clue has been found to the perpetrators of the deed. One man who is charged with having said that Wells should be killed is being held on suspicion.

In the same building Arthur L. Collins, predecessor of General Wells as general manager, was assassinated six years ago while playing a game of cards with a number of friends. The man who killed Collins fired a heavy load of buckshot through a window into his back. Steve Adams, Harry Orchard's alleged accomplice in the murder of ex-Governor Stenberg of Idaho, and now in jail in Telluride, will soon be placed on trial on the charge of murdering Collins. Wells is chiefly responsible for Adams being brought back to Colorado on this charge.

Severe Electric Storm. Chatham, Ont., March 28.—This city was visited by a severe electric storm yesterday, the worst that has ever been experienced here.

NEWS SUMMARY

Page
1—Bomb terrifies New York. Colorado mine manager dynamited. Parliament votes estimates.
2—Victoria to have senior lacrosse team.
3—The Pan-Anglian thanksgiving fund. Delay in estimates may affect garrison. Rich gold mine is involved in law suit. Local news.
4—Editorial.
5—Note and comment. Forty years ago. About people. British opinion. Arrivals at local hotels.
6—Will endeavor to come to arrangement. Tide table. The weather. Local news.
7—The romance of a rear-admiral. Legal intelligence. Local news.
8—In woman's realm.
9—Sporting news.
10—Marine news.
11—Social and personal.
12—Real estate advertisements.
13—Real estate advertisements.
14—Mainland news. B. C. Loyalist association, continued.
15—Bond and Clark, real estate.
16—Music and drama. Letters to the editor.
17—Financial and commercial.
18—Classified want ads and real estate advertisements.
19—Happenings in the world of labor. The city churches.
20—David Spencer Limited's ad.

MAGAZINE SECTION

1—A rare photographic view of James Bay, Victoria. The city as it was during Hudson Bay days.
2—Feminine fancies and home circle chat.
3—for the young folks.
4—An hour with the editor.
5—Address by Sir Edgar Vincent on Britain in Egypt. "The Fight for the Sullivan Estate," by D. W. Higgins. The royal visit to Canada. Mr. Winston Churchill on his travels.
6—The simple life.
7—The Dynasts, a drama of the Napoleonic Wars," by Thomas Hardy. The powers and the Balkans. The great task of Canada.
8—Oliver Wendell Holmes, his life and works. Ovation to Mr. R. L. Borden at Montreal.
10—Annual budget speech in the commons.
11—Exploratory survey of Peace river lands.
12—A great page of history unfolded. Anglo-Russian relations.
13—The question of forest reserve. Germany's aim as a nation. Mexico, a safe land.
14—Sir Hiram Maxim on aerial navigation. Balfour or the house of commons. Mexican-Canadian trade.
15—All-Red imperial fast steamship service.
16—Balfour's great speech on the question of the reduction of armaments.

VALUABLE STOCK

Big Price Paid for Outstanding Share in New York and Canada Railway

Albany, N. Y., March 28.—The public service commission in the second district received an application today from the Delaware and Hudson company for authority to purchase one share of common stock of the New York and Canada lines, operating in northern New York and Canada.

The Delaware and Hudson owned all the stock of the New York and Canada road with the exception of this odd share. This share, originally worth par, was bought by a Delaware and Hudson official, it is stated, for \$2,500.

Charge Against Switchman

Milton, Ont., March 28.—R. H. Newton, jr., switchman on the C. P. R., has been committed for trial on the charge of causing the death of Engineer Armstrong at Guelph Junction by criminal neglect. The trial takes place on April 14.

May Join United Mine Workers.

Glace Bay, N.S., March 28.—There is a big agitation going on among the provincial workers' association lodges on the question of joining the United Mine Workers of America. Thus far four out of 13 lodges have voted in favor of the move, and four others discussed the matter jointly. The present movement is the most significant which has occurred in Nova Scotia labor circles. Feeling has been smouldering for years, and was revived during the recent dispute with the Dominion Coal Co. Mechanics got no raise from the conciliation board award, and feel rather sore.

MINES OF ROSSLAND HAVE FINE PROMISE

Rich Ore Found at Low Levels Production for the Past Week

Rossland, March 28.—The ledge of the Blue Bird, which last week was four feet wide, has widened out during the week to about seven feet. The ore continues to maintain excellent values, and it is claimed by the lessees that it will average about \$100 to the ton. Several leases are being negotiated, and the South Bell is certain to be the scene of great activity during the coming season. The opinion prevails among mining engineers that the area of second enrichment has been encountered in the Le Roi and Centre Star mines. On the lower levels of Butte mines similar zones of enrichment have been found, and it seems to be characteristic of gold-copper mines near and below the water line. Should the rich ore shoots extend downward for any considerable distance the mines here will prove veritable bonanzas. During the last week the War Eagle shipped 850 tons with a gross value averaging \$42 per ton. Two hundred tons from the eleventh or deepest developed level of the War Eagle averaged \$55 a ton in gold.

Nelson, March 28.—Boundary mines last week shipped 27,311 tons, making 247,208 tons for the year to date. Rossland output for the week was 5,174 tons; for the year, 70,219. East of Columbia river, week, 1,879 tons; year, 37,852 tons.

An unconfirmed rumor has reached here tonight that the Sullivan mine and smelter at Marysville, which were closed down recently owing to financial difficulties, have again resumed work.

WILL CALL FOR TENDERS

B. C. Agricultural Association Makes Early Start on Erection of New Buildings

A meeting of the directors of the B. C. Agricultural Association was held last evening in the offices of the secretary when it was decided to call for tenders for the \$12,000 building which, with others, will be erected. Tenders will be called for tomorrow as it is considered imperative that an early start should be made. Mr. Frame, the architect, has prepared the plans and everything will be in readiness when the tenders are received and considered.

GRAB FOR MINING STOCK

Desire to Get Shares in "Boomed" Venture Causes Wild Scene in New York

New York, March 28.—Scenes almost approaching a riot were witnessed on the Broad street curb market today. It resulted from the offering for sale for the first time of shares in a widely advertised mining property. Five minutes before the auctioneer began, more than 500 brokers and messengers who had gathered in the street made a wild rush for the agents to whom the distribution of the new shares had been entrusted. Ninety per cent of the brokers are said to have had buying orders for this stock, and in their anxiety to execute their commissions, they fought wildly to reach the men who had orders for sale. Men and boys were knocked down and trampled in the rush. The whole street was blocked by the struggling crowd, traffic was suspended and the shouts and sounds of the conflict brought a throng of spectators to the scene. In the meantime the general business of the outdoor market was practically at a standstill. After about an hour the excitement quieted down.

Receivers Get Everything

New York, March 27.—The grand jury in King's county made a presentation today to Judge Fawcett, of Brooklyn in which legislative action is urged with regard to suspended Brooklyn banking institutions. The presentment states: "The suspended financial institutions are a sad blow to the depositors, and to add to the misfortune, the receiver stops not to add one cent to the assets, but in some instances it requires a microscope to reveal the balance left by the patriotic receiver after he receives his enormous commissions. We would therefore recommend to our legislature the urgent need of relieving the suspended banks from the expense now prevailing."

Later he added "I was told to do this. I bought the nitroglycerine for the bomb at a drug store at Clark street and Broadway, Brooklyn. I made the bomb myself from a piece of gas pipe. I have a wife and two children in Russia. I have been in the United States two years. My nearest relative is named Cohen, and he lives at 21 Park street, Brooklyn. I worked for a tailor, Goldstein, on Eldridge street, near Brook street, Manhattan." He refused to incriminate others, and nothing further has been learned from

BOMB TERRIFIES NEW YORK CITY

Was Intended to Annihilate a Squad of Police in Union Square

EXPLODED IN MAN'S HAND

Citizens of Metropolis Find Grave Significance in Occurrence

Canada and Japan

Toronto, March 28.—F. B. Jonas, of Kobe, Japan, who is making a visit to Canada, is in the city. When seen yesterday he was enthusiastic over the "Great Dominion of Canada," and said "It is now one of the best known countries in Japan, and the Japanese hold Canadians in the highest esteem. It is unfortunate that there should be trouble in British Columbia over immigration matters." In his district, Mr. Jonas says, Canadian flour is the best known, and bread made from it is very superior. There is some talk he said, of Canadian horses being imported, and the day is not far distant when Japan will be a good customer of Canada.

Twenty Union Square park, where the demonstration was made, has been roped off, a hundred police patrol the boundary streets, and at the station houses fifteen hundred reserves armed with revolvers and night sticks await in readiness to throw themselves into any scene of rioting. No further disorder had taken place at a late hour.

Bomb throwing in the foreign settlements of the east side is a rather common occurrence, but, for the first time, today saw an engine of destruction openly and deliberately directed against a squad of police. It was meant for Capt. Reilly's squad of 20 men, and a longer or slower burning fuse would have perfected an instrument of death for probably every man of the twenty-one.

Ripe for Riot.

A labor—or more exactly a laborless—meeting, without police, sanction, had been advertised to be held at the park this morning. In the thousands gathered were many of the riotous disposition, and here and there a red flag was displayed. Suddenly an order to clear the park was given, and the hundred and fifty police, half of them mounted, charged the jeering, hooting crowd, driving them back to the streets of the square circling the park.

In the wide streets, the crowds, fast assuming the nature of a mob, fell into an indifferent formation, and marched about the square. Having cleared the park of all but a few apparently harmless men, who occupied the benches, the police contented themselves with keeping the parades moving. Encouraged, the procession grew, shouts of derision and oaths, directed at the police, filled the air, and then, as though by prearrangement, the strains of the "Marseillaise" rose.

The police, hastily reinforced, held themselves in restraint. Capt. Reilly's squad, which had been stationed at the east side of the square, started at a double quick pace, two abreast across the park. As they neared the fountain that marks the centre of the Recreation grounds, a slightly built man darted out from the shadow cast by the heroic statue of George Washington and ran towards the officers, whose backs were now turned to them.

Aimed at Police

Within 20 paces of the moving squad the two men halted, and the smaller raised a hand in which was clasped a smoking bomb. As he drew back his arm to throw the weapon, it exploded. The shock that shook the skyscrapers of the Square, threw a score of people to the ground. The assassin and his companion fell, the latter dead, with his breast torn out. The bomb thrower still lives, but his right hand has been shot off, both of his eyes have been gouged out and his skull and a shoulder fractured. The four police men who brought up the rear were injured, but not seriously, one being hit in the foot by a piece of the bomb.

A panic followed, and the thousands that surrounded the park crushed together, as perhaps half of the number rushed towards the scene of the killing, while as many more turned in flight from the square. Many were injured. The mounted police surrounded the injured, and again drove back the mob.

The Bomb Thrower

A half dozen arrests were made off-hand of those nearest the bomb-throwing, but no particular importance is attached to the arrests. Little is known of the bomb thrower, beyond what he has told himself.

Rendered unconscious at first, he later regained his senses at a hospital, and under prolonged questioning, declared he had been commissioned to kill the police. They beat him, he said. At first he insisted that he acted alone, and later said his act was inspired, but he refused to reveal the identity of his companion. His first statement was:

"I am Selig Silverstein, 21 years old, and I live at 21 Vanbrunt street, Brooklyn. I was entirely alone in this thing. No other person was in league with me. I made the bomb from directions I got from the encyclopedia. I was ten feet from the police, and I wanted to throw it at them. I was mad. A cop had hit me. The bomb went off in my hand."

Later he added "I was told to do this. I bought the nitroglycerine for the bomb at a drug store at Clark street and Broadway, Brooklyn. I made the bomb myself from a piece of gas pipe. I have a wife and two children in Russia. I have been in the United States two years. My nearest relative is named Cohen, and he lives at 21 Park street, Brooklyn. I worked for a tailor, Goldstein, on Eldridge street, near Brook street, Manhattan." He refused to incriminate others, and nothing further has been learned from

PROGRESS MADE WITH ESTIMATES

Interim Supply Bill to Be Rushed Through Before Close of Month

BIG MILITIA EXPENDITURE

Mr. Borden Inquires as to Report of B. C. Fisheries Commission

Ottawa, March 28.—The house disposed of the remaining items of the supplementary estimates, which totalled \$5,225,633, and concurrence will take place on Monday.

An interim supply bill, made up of items already passed and one-eighth of the main estimates remaining, will be submitted and passed. The total amount will be over \$20,000,000. The house was in supply for the whole day yesterday and excellent progress was made.

Sir Frederick Borden and Mr. Oliver were on the floor, and the former made the first official statement regarding the military arrangements at the Quebec tercentenary festivities. Sir Frederick explained the growth in the annual accounts of the militia from a million and a half to over six millions in six years by saying that in that time Halifax and Esquimalt garrisons had been taken over, the headquarters staff had been increased, the pay of the men had been augmented and the strength of the militia had been increased 50 per cent. It was proposed that a portion of the vote for the annual drill this year would be utilized in the transportation of a considerable number of troops at Quebec. About 50 per cent of each battalion would be taken along.

The militia vote passed.</p



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Made from CHOICE WHITE WHEAT—A Dainty and Delicious Breakfast Food. HANDSOME PREMIUM IN EACH PACKAGE—ROSE PATTERN CHINaware.

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B. C. LACROSSE ASSOCIATION

Annual Meeting in This City Admits Victoria Club to Membership

IMPORTANT LEGISLATION

Delegates Elect Officers, Draw Up Schedule and Enact Many Reforms

The annual meeting of the B. C. A. held yesterday afternoon in the Empress hotel, was probably the most important in many respects that has ever taken place since the organization of the association in this province. The session was a business one from the start, and in point of important legislation that was enacted and in other business accomplished strikes high-water mark. All of the delegates that were present, representing the big clubs that are at present members of the association, seemed to have but one object in view, and that was the making of the national game in this province the great popular sport of the British Columbia people, and their efforts to improve lacrosse conditions and lacrosse play was with this end in view.

The most important of the questions that were brought up for consideration were, briefly, the position that the British Columbia association proposed taking in connection with the status, amateur or professional, that the association intended adopting, the application of the newly organized Victoria lacrosse club for admission to the senior ranks, the decision to accept Hon. M. R. Gifford's trophy, the election of officers for the ensuing year, the drafting of a schedule for the season, the consideration of many reforms introduced by the various clubs, the drafting of a board of official referees, the discussion of the question of intermediate lacrosse, the alteration of several clauses in the constitution to meet the reforms that were suggested and adopted and the reception of the reports of the officers of last year.

From a local viewpoint perhaps the unanimous acceptance of the application of the local club for admission to the senior league, and the hearty support of the delegates that the rejuvenated Victoria club would be a success was the outstanding feature of the whole meeting. The application formally presented by Foster Macgurn to President Barr in the early part of the proceedings, was received cordially by the delegates by a motion from F. J. Lynch, seconded by Armstrong and passed without a dissenting voice, and approved.

One of the strongest states of officers that has ever represented the association was elected and the local club is honored by a representative in a prominent position on the drafting. The selection of C. W. Murray as president for the coming season was a great stroke of diplomacy and no better man could have been chosen for the position. Fred J. Lynch of New Westminster will make a most capable secretary-treasurer, while the other officers on the list are equally strong.

Lengthy discussions took place on nearly all of the reforms suggested and the delegates, although anxious to benefit the game in the province, did not entirely forget the interests of their respective clubs when there were in danger of being overlooked. The New Westminster delegation brought in the largest number of proposed reforms, and probably the most important of these, the narrowing of the goal crease from the present six feet to five, which was adopted, is a most drastic change in lacrosse legislation. The idea advanced prominently for this was the fact that it would do away with any one team running up a large number of goals on its opponent.

Another of the changes that was advocated by the New Westminster delegation and that was adopted by the meeting was the doing away with the numbering of the players, although this was adopted rather hesitatingly, and many good reasons pro and con were advanced on this question.

After a short discussion it was decided to make no change in regard to altering the goal crease, no serious fault being found with the present rule in this regard.

The most heated discussion of the session was caused on the introduction of a motion by Lionel Yorke to the effect that the clause in the constitution reading "Clubs in the association must be composed exclusively of amateurs" be amended so as to read that to compete under the rules of the association without the standing of the amateurs being prejudiced as far as the B. C. A. L. A. was concerned. The atmosphere grew very warm at times, and the Vancouver delegates practically threatened to resign if the practices that had been going on in some of the other clubs in the past continued. During this discussion the standing of the present senior teams in the association were thoroughly gone into, and the effect of the C. A. U. ruling last year was considered, when the clubs were declared professional by the C. A. U. representative in the province. The assurance of the C. A. U. had been given, it was stated, through their representative that if the clubs sought and obtained admission to the new B. C. A. U. their reinstatement would follow by the C. A. U.

It was decided to give the double referee system another year's grace in which to prove that it was really the better system, and although the delegates were almost evenly divided on this, it was shown that it was not the system that was at fault, but the proper execution of it.

An alteration was also made in the clause referring to the change of player's residence during the season, and the expense that would be caused by the notification to the clubs would be incurred by the home club.

Over an hour was consumed in considering the question of the referee, and Stanley Peeler made a strong plea for consideration from the association of the question of the expense of the Victoria club would have to undergo if mainland referees were utilized here. F. J. Lynch made a motion to the effect that the number of referees be two from each club instead of four, and that these be delegated to referee these games at the commencement of the season, either a month or two months or more in advance. He was overruled, however.

At the conclusion of the discussion of the status of the clubs in the association the delegates present, on a motion by Gray and Lynch of New Westminster, pledged themselves to sustain the letter and spirit of the constitution, especially in regard to the rules pertaining to professionalism, and fur-

ther placed themselves on record to resign from their various clubs if they were made acquainted with the fact that their clubs were not living up to this pledge.

The meeting was called to order sharp at 1:30 o'clock by President "Matt" Barr, who occupied the chair. The following delegates were present: New Westminster, C. A. Welsh, F. J. Lynch and Wells Gray; Vancouver, W. Armstrong, Matt Barr and Lionel Yorke; Maple Leaf, E. Carter, J. Martin and C. W. Murray; Victoria, Foster Macgurn, Walter Lorimer and Stanley Peeler.

The following is the slate of officers that was elected at the meeting, all of these being chosen unanimously:

Hon. President—Hon. Richard McBride.

President—C. W. Murray.

First Vice—A. W. Gray.

Second Vice—Foster Macgurn.

Third Vice—B. F. Armstrong.

Secretary-Treasurer—F. J. Lynch.

Council—F. J. Lynch, C. A. Welsh, New Westminster; N. W. Carter, E. J. Martin, Maple Leaf; Stanley Peeler, Walter Lorimer, Victoria; Matt Barr, Lionel Yorke, Vancouver.

Secretary Martin's report was as follows:

Mr. President and Gentlemen:

I beg to place before you my report as secretary to your association for the season of 1907.

In many ways the season was a prosperous one, the interest in lacrosse being greater than it has been for some years.

This was due in part to the teams being a little more evenly matched than the year previous, although I believe each team was stronger and played better lacrosse. The public, again, was better satisfied, the games being clean and with few exceptions gently and fairly played.

During the schedule, New Westminster, as for some years previous, landed the championship, winning five games out of seven played. Maple Leaf, second, winning four games out of eight played, and Vancouver third, winning two games out of seven played.

An interesting series of games for the Kilmarnock, representing the championship of B.C., was played off before the schedule opened, ending as you are aware in New Westminster landing the cup after a close and very interesting contest.

The New Westminster club are deserving of great credit for the splendid showing made against the crack Tecumseh team, having defeated them with ease, showing the people of the east, that our grade of lacrosse out on the coast is first class.

Unfortunate errors on the part of the clubs interested led to the filing of two protests during the season, growing out of the newly introduced registration rule. I would suggest that our constitution be so amended that a protest is less liable to occur, as it injures the game in the eyes of the public and often brings discredit on the clubs protesting.

In making advance plans for this season much talk is heard of professional lacrosse in this league. Although these are rumors, perhaps not true, they hurt the game in the eyes of the public. When any sport becomes a mere matter of dollars and cents, instead a means of building up the bodies and minds of our young men, making them stronger in body and clearer in mind, it is time that we who give our time and means to the furtherance of that end step down and let others take our place. A player who makes his own livelihood out of any game, with few exceptions, comes more or less degraded, instead of the game uplifting him and making him a better man and a better citizen.

It were far better for this association to encourage clean amateur sport, doing our best to get the younger players interested, and drafting them into senior company, making perhaps a much better team than any professional one, and certainly a much more respected and honored one. I think this association should frown on any attempt to break up our league to make it professional.

I am pleased to announce that the premier of the province, Hon. R. McBride, has offered a permanent trophy for competition between a B. C. intermediate league. This will do much to revive intermediate lacrosse and our senior clubs will feel the benefit of it by being able to draft local players into our ranks.

In conclusion, gentlemen, I thank you for the honor you conferred upon me in electing me as your secretary for the past year and I hope that our deliberations today may be for the uplifting of this branch of sport which we all hold dear. I believe this will be done if we bury sectional feeling and work not for the good only of our personal clubs, but for the greater good of the sport in general. Doing so we will benefit our respective clubs more than we know.

The following was received re the Gifford cup:

M. J. Barr, Esq., President, B.C. Amateur Lacrosse Association, city.

Dear Sir,—I beg to advise you that the Hon. M. R. Gifford, C.M.G., after having witnessed one of the championship lacrosse matches in British Columbia last autumn, decided to offer a solid silver trophy to be emblematic of the senior lacrosse championship of B. C.

A number of prominent lacrosse men were spoken to on the subject and all agreed that it would be a very handsome act on Hon. Mr. Gifford's part, and on reaching Montreal he gave an order for the cup in question, which is now in my hands. It was not until this order had been placed and the cup made that Hon. Mr. Gifford learned that there was already a championship trophy known as the "Kilmarnock" cup in British Columbia. The suggestion was then brought forward that Hon. Mr. Gifford's cup should be made emblematic of the lacrosse championship of Western Canada.

Hon. Mr. Gifford agrees with this suggestion, and authorized me to forward the cup to your custody, and I do so. Mr. C. A. Welsh of New Westminster, as trustee of the said cup, to select a third trustee in one of the provinces of Manitoba, Saskatchewan or Alberta. For convenience he thinks that two of the trustees should always be British Columbians.

In the event of any trustee resigning, or in case of death of a trustee, the remaining trustees are authorized to select a successor.

The conditions under which the cup shall be played for, Hon. Mr. Gifford leaves entirely in the hands of the trustees, knowing that whatever arrangements are made will be carried out in a spirit absolutely fair to all concerned.

Hon. Mr. Gifford desires, however, that the custody of the cup to begin with should lay with the New Westminster club, as undoubtedly it is entitled to claim the western Canadian championship for 1907.

This cup is given by Hon. Mr. Gifford out of true love for the game, and the many qualities which the playing of lacrosse tends to develop in the youth of the country.

I trust your association will accept this very generous gift in the spirit which it is given, and that before many years the Gifford cup will be a more coveted trophy to lacrosse players than

any other trophy which is emblematic of the championship in Canada's great national game.

T. R. GLOVER.

After the meeting had received and adopted the minutes of the last annual meeting and the special meetings that had been held during the season in regard to protests, referees, changes in the constitution, etc., Mr. Macgurn enquired of the president the standing of the Victoria club and was assured that the club still retained its standing as an honorary member of the association, but that a formal application and a vote by the delegates would be necessary for it to again be included as a playing member of the association.

The communication of Premier McBride favorable to the request of the British Columbia lacrosse association re the presentation of a cup for competition among the intermediate teams was accepted, as was also the request of F. J. Glover asking that the Gifford cup be emblematic of the Western lacrosse championship. The secretary was instructed to forward a copy of Premier McBride's letter to the intermediate teams.

The reports of the committee embodied those of the committee which interviewed Mr. George Smith, the Western representative of the C. A. U., who had professionalized the Western teams after they had played the Toronto Tecumseh. Mr. Smith stated that the teams would have no difficulty in being reinstated if their application as members of the B. C. A. U. was received, as the C. A. U. would recognize the standing of the new association.

The secretary's report followed, and that of the treasurer showed a deficit of some \$16.

Under the head of new business the question of the New Westminster-Vancouver protest came in for consideration, and the delegates of the two interested clubs agreed to forget their little quarrel and the hundred dollar checks were returned by the treasurer to the delegates from these clubs. Lionel Yorke was appointed auditor for the season.

In considering the application of the Victoria club the delegates decided to suspend the clause in the constitution which calls for at least a month's notice for application for admission.

Wells Gray asked the local delegates what the prospects of the locals putting a good team in the field were, and was informed by Mr. Macgurn that the city was backing up a proposition that was in the field to stay.

The club had the evening previous organized on a new basis and would have a ground right in the centre of the city. He could assure the delegates that the local club would hold up their end. He suggested that if the club were admitted and the delegates saw fit to give them dates for the scheduled matches on some of the holidays that it would benefit the club greatly.

It was early in the season yet to make any prognostication as to the team they would have as they had but recently acquired the grounds.

J. W. Lorimer backed up the statements made by Mr. Macgurn, he was of the opinion they would have a team, and a team that would win probably not all of the matches they played but a great number of them. The players were particularly enthusiastic this season and had all stated that they would get out after the championship.

It was moved by F. J. Lynch and seconded by Mr. Armstrong and unanimously carried amid cheers that the Victoria lacrosse club be admitted to the B. C. A. L. A.

Mr. Macgurn spoke confidently of the club's chances and thanked the delegates.

Mr. Welsh said he was positive that neither the local club or the association had made any mistake in the action they had taken.

The meeting resolved itself into a committee of the whole to consider important suggestions re alterations that New Westminster and Vancouver proposed making.

Mr. Welsh started the ball rolling by moving that the double referee system be abolished.</

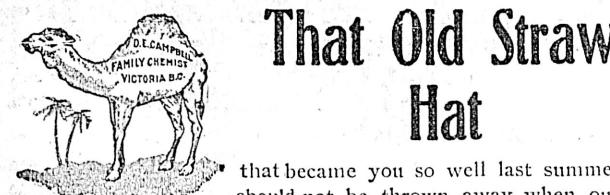
Brace Up! Mister Man

Wear the Underwear that gives satisfaction, it's cheaper in the end because it's more comfortable, lasts longer and you have the additional satisfaction of being properly clad. In

Spring Underwear

you cannot find the equal to our new lines in good value. Plain and fancy stripe Silk at \$3.00, \$3.50, \$4.00 and \$4.50 per garment. Balbriggan, light weight, from \$1.00 per Suit to \$3.50. A full line of Dr. Jaeger's Linen Mesh for Spring wear.

SEA & GOWEN The Gentlemen's Store
1114 Government Street



That Old Straw Hat

that became you so well last summer should not be thrown away when our

Hat Varnish Will Make it Just as Good as New

All shades, black, brown, blue, pink, etc. Every mother in Victoria should procure a 15c bottle of this matchless fluid. It will save many dollars in renovating Children's School Hats, makes an old hat like new, no trouble at all. Come in and let us tell you more about it.

CAMPBELL'S PRESCRIPTION STORE

NIGHT CLERK ALWAYS IN ATTENDANCE

We Are Prompt. We Are Careful. Our Prices Are Right.
COR. FORT & DOUGLAS STREETS. Telephones 222 and 135.

Clothing Sale Extraordinary

We just bought from one of the largest Clothing Manufacturers in the Dominion, at a very heavy discount, their complete Sample Output for this Season, consisting of

750 Men's Suits, 640 Youths Suits, 900 Pairs of Men's Pants, 250 Men's Overcoats.

When the same will be offered for this week at the following reductions:

MEN'S SUITS, well made, in blue serge or tweeds, sold elsewhere at \$15.00. Yours for cash	\$7.95
MEN'S SUITS, tailor made, high grade, in worsteds or tweeds. Sold elsewhere at \$20.00. Yours for cash	11.50
MEN'S PANTS well made, in tweed. Sold elsewhere at \$2.75. Yours for cash	\$1.65
MEN'S PANTS, in high grade worsted serge and tweed. Sold elsewhere at \$4.50. Yours for cash	\$2.50

Monday, Tuesday Only

HEAVY MOZEL OVERALLS will be sold at, per pair

60c

Only a few left. All sizes, with or without bib.

MAIL ORDERS A SPECIALTY.

Army & Navy Clothing Store

1323 Government Street

IMPORTANT SALVAGE SALE

MESSRS. WILLIAMS & JANION

Duly Instructed by Messrs. Copas & Young (Late Fell & Co.) Will start to sell the whole of their specially selected stock of

GROCERIES, ETC.

Slightly damaged, at their store, Fort Street, on

Monday Morning, March 30

At 10.30, and will continue in the afternoon at 4 p.m.

Further dates announced at Monday's sale.

THE AUCTIONEER - STEWART WILLIAMS

MAYNARD & SON

AUCTIONEERS

Instructed by the owners we will sell

—ON—

Friday April 3rd

2 P. M.

At our Sale Rooms, 1314 Broad Street

Elegant Oak Furniture, Iron Bed-Steads, Etc.

This party had just bought this line of expensive furniture and received a wire to go east, therefore must be sold.

Particulars later.

MAYNARD & SON, AUCTIONEER,

Subscribe for THE COLONIST

NOTICE TO CREDITORS

In the matter of the Estate of Francis Burgess, of the City of Victoria, deceased.

NOTICE is hereby given that all creditors having claims against the estate of Francis Burgess, deceased, who died at the City of Victoria, are required on or before the 1st day of May, 1908, to send to Elliott & Shandley, solicitors for the executors of the will of the deceased, 1114 Government Street, Victoria, a statement of the amount and descriptions, full particulars of their claims, a statement of their account and the nature of their securities, if any, held by them.

And further take notice that after the said 1st day of May, 1908, the executors will proceed to distribute the assets of the deceased among the persons entitled thereto, according to the terms of the will, and to the claims of which they shall have then had notice, and that the said executors will not be liable for the said assets or any part thereof, to any person or persons of whom claim notice shall not have been received by them at the time of such distribution.

Dated the 27th day of March A. D. 1908.

Frank Chambers, Bastion Street, Victoria, B. C., Solicitors for the Executors.

THE PAN-ANGLICAN THANKSGIVING FUND

The Preparations to Raise the Great Sum of Five Million Pounds

The arrangements for the collections towards the great missionary thanksgiving offering which is to be presented in St. Paul's Cathedral on June 24th, have in this province been left in the charge of the individual parishes. So far little evidence is given that any general interest has as yet been aroused in regard to this matter. An attempt is being made to secure from all the dioceses of the Church within the empire and in the United States, the grand total of £4,000,000. The period for doing this work, which is necessarily subject to more or less delay, is now steadily shortening.

A very serious effort is and has for some months been in progress in this relation in the diocese of Toronto, and do doubt the amount which will be obtained in the city of Toronto alone will be at the very least, very respectable.

Movement in Toronto. The Toronto city churches of all denominations have pledged themselves in connection with the laymen's missionary movement to secure half a million for home and foreign missions this year, and the city parishes of the Church of England have assumed \$150,000 as their proportion of this sum.

The promise is, moreover, made at headquarters in England that the contributions which come from outside sources, will not only be returned to these sources, but in addition will be augmented from the funds which will be contributed in Great Britain in the United States.

When it is remembered that the great financier, J. Pierpont Morgan, is a prominent member of the Protestant Episcopal church of the United States, and withal is a most generous giver, it is absolutely certain that the American donation will be, in all likelihood, of almost vast proportions.

A very strong feeling of attachment exists between the American Episcopal church and the mother church in England, and of late years this feeling has, if it be possible, been greatly strengthened. This church is very strong in the Southern states, and as its traditions are always conservative, the majority, and perhaps the great majority, of its members to the time of the breaking up of the Revolution, were Tories and loyalists.

Affiliation With Home Church.

In a church in Baltimore the familiar A. and M. hymn book is used at all the services, while the prayer book of the entire American branch is practically precisely the same. Of very necessity, after the Revolution, the prayers for the King and the royal family were omitted, but it is a singular fact, and this was no doubt due to the loyalist tone of the church at the time, no prayer was inserted for the President of the United States. Nor is he prayed for to this day in the services of the American church.

Washington Episcopal.

George Washington himself, who can be fairly described as being in many respects a typical Tory squire, living in Virginia, was a churchman, and also a most regular attendant at the services. His pew is still shown with pride to visitors in Christ church, Philadelphia, the church which Benjamin Franklin attended, and in the church-yard of which he is buried. It is by no means generally known that Benjamin Franklin is responsible for a translation into up-to-date and the newspaper English of the day, of Job, a translation which has most deservedly fallen into oblivion. This pew is situated immediately in front of the comparatively ancient pulpit, for although the original high pews, built in accordance with English custom, have been cut down somewhat, the church is otherwise exactly as it existed when it was erected some years before the Revolution. Three other churches which then belonged to the Church of England—St. Peter's, St. Paul's and St. George's—are still used for public worship, and St. Peter's remains absolutely unchanged.

Washington's pew in St. Paul's church on Broadway, not far from Trinity church, is marked by a most conspicuous inscription, and it is on record in his own diary that he never or very rarely failed to attend morning services. Washington was also a Mason.

MORE BYLAWS FOR COUNCIL

The School and Sewer Loan Measures Will Be Considered Tomorrow Night

The by-law to raise \$70,000 for the erection of a school in the northern portion of the city and the purchase of two sites for school purposes, one in the northern and one in the southern sections of the city will be introduced to the city council on Monday evening. This amount was fixed upon by the school board at Friday night's meeting when the decision to erect another ten roomed school to cost approximately \$50,000 and the purchase of the two sites, for which \$10,000 each was considered quite sufficient, was reached. This by-law will be submitted to the ratepayers at an early date together with the high-pressure and fire department by-laws.

Mayor Hall will also recommend the introduction of a by-law authorizing the borrowing of \$50,000 to be repaid from the frontage rates or taxes and sewer connection rentals.

Ald. Henderson will recommend that the construction of a permanent sidewalk on the east side of Trutch street, from Richardson street to Fairfield road, also on the south side of King's road between First street and Quadra street on the Local Improvement plan.

THE CRESTON SQUATTERS

Frank Teetzel to Be Appointed a Commissioner to Look into the Situation

Mr. and Mrs. Frank Teetzel left last night for Nelson, where they reside for a number of years. It is understood that Mr. Teetzel is to be appointed a commissioner to look into the report upon the situation created by the squatters at Creston. A number of these have squatted upon public lands near Creston, on the line of the Crow's Nest Pass railway, and have made improvements thereon. Some of them have started fruit-growing, for which that section is particularly suited.

And further take notice that after the said 1st day of May, 1908, the executors will proceed to distribute the assets of the deceased among the persons entitled thereto, according to the terms of the will, and to the claims of which they shall have then had notice, and that the said executors will not be liable for the said assets or any part thereof, to any person or persons of whom claim notice shall not have been received by them at the time of such distribution.

Dated the 27th day of March A. D. 1908.

Frank Chambers, Bastion Street, Victoria, B. C., Solicitors for the Executors.

DELAY IN ESTIMATES MAY AFFECT GARRISON

So Far Soldiers Have Received Pay, But Funds About Exhausted

Unless the sums required for the pay of the garrison and upkeep of the establishment here is not forthcoming soon there is a great probability that the soldiers will in a short time be unable to draw their regular pay. The delay in the passing of the supplementary estimates at Ottawa is blamed, for the fact that at Halifax and other eastern points where regular forces are stationed the regular weekly pay has not been forthcoming and the complaints raised by reason of this state of affairs have been loud.

Here in Victoria the regulars have as yet received their pay but only because of the fact that the balance from last month's appropriation coupled with about \$4,000 which has not been drawn upon by many of the officers and men who prefer to let it run until the end of the month, \$4,000 in all, has been devoted towards paying those who wished to draw down weekly. The force is paid on Tuesday of each week and the estimates for the month of March indicated an expenditure of \$23,000 for upkeep and pay roll.

The funds at present at the disposal of the garrison are practically exhausted and unless more money is forthcoming from Ottawa before next Tuesday there will be a shortage which will result in the garrison going without its pay as many of those who draw their pay by the month will be looking for their remuneration on next Tuesday, the last pay day of March.

Members of the garrison are expecting that Ottawa will make some arrangement whereby a sufficient amount will be on hand by Tuesday to meet all demands.

RICH GOLD MINE IS INVOLVED IN LAWSUIT

M. K. Rogers Wants His Stock Before He Deeds Back the Claims Held in Trust

Writs have been issued in Vancouver by the Daly Reduction company and the Yale Mining company against M. K. Rogers, thus instituting litigation which promises to be of considerable interest. The Daly Reduction company owns the famous Nickle Plate mine of Yale, which has already paid about a million in dividends and for which an offer of four million dollars cash has been refused. The Yale Mining company is a development company operating in the same section.

The control of both companies was originally vested in the late Marcus Daly, the well-known mining millionaire of Montana, the stock having descended to the Daly estate. The defendant Rogers was for years one of Daly's most trusted lieutenants, who was kept in the field on the lookout for promising mining investments, and in this way traveled over a great portion of both North and South America. It was Mr. Rogers who originally bonded the Nickle Plate on behalf of Marcus Daly. He was the first manager of the mine and is the man who put it on a paying basis. One of the original locators, by the way, was Mr. Wollaston of this city.

Mr. Rogers, it appears, worked on an arrangement with Mr. Daly whereby he received a quarter interest in any properties he found after his principal's outfit had been recouped. In the case of the Nickle Plate the presence of a third party modified this arrangement with the result that Mr. Rogers claims a fifteen per cent interest in the stock of the company owning the Nickle Plate, and he asserts that this stock is still held by the Daly estate and that he has never been able to get it.

This complication, it is understood, is what led up to the present litigation. It appears that he acquired a number of mineral claims and other properties in the same section on Mr. Daly's behalf, and for purposes of convenience of handling kept the title in his own name. These properties Mr. Rogers declines to hand over till he receives the stock which he claims is due to him, and the suits which have just been started have been brought by the companies to force Mr. Rogers to hand over the properties stated to be held by him in trust. He will, it is understood, ask for the stock interest to which he claims he is entitled, by way of counterclaim, and as property worth a very large amount of money is involved, prolonging litigation is likely to result.

Mr. Rogers is exceedingly well known in mining circles both in British Columbia and in the States, and has a great deal of capital at his back. He paid a visit to Victoria not long ago, and while here stated that with all his experience of mining he knew of no field so promising as British Columbia, and he has proved his faith by recently acquiring considerable interests in the more northern sections of the province.

Mr. Rogers' attorneys are Peters and Wilson of this city, the plaintiffs being represented by a Vancouver firm.

BICYCLISTS FINE RAISED

Hereafter Those Who Ride on the Sidewalks Pay Five Dollars Instead of Three

Dating from yesterday, bicyclists caught riding on the sidewalks will have to pay a minimum fine of \$5 instead of \$3 as heretofore. This was the announcement made from the bench in the police court yesterday. A number of offenders have been fined the lesser amount, but the penalty does not seem to have had the desired deterrent effect, hence the increase in the penalty. For second offenses, a heavier fine still will be imposed—probably

Three individuals were fined yesterday morning in the police court for cycling on the walks intended for the exclusive use of pedestrians, and a fine was also imposed for driving a bicycle at night without lights. The by-law provides that all vehicles driven after sunset shall carry two lamps.

Three drunks, who received the usual penalty, completed the lightest docket dealt with in the police court last week.

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EXQUISITE COSTUMES

CAMPBELL'S

DAINTY NECKWEAR

NEW ARRIVALS

One most important advantage we give to our customers is the Daily arrival of new goods, due to the fact that our business has been built up on supplying only the latest and most exclusive, ready-to-wear, feminine finery to the ladies of Victoria and visitors to our fair city, necessitating Daily additions to our stock. This week we call attention to

Summer Underwear

Just the daintiest and yet most durable importation ever unpacked in Victoria; there are useful summer vests at 25c, specially good value at 50c per garment. Line of samples in fine Swiss Underwear at 50c. A splendid range of finest Swiss at from \$1 per garment up. Silk and wool Underwear, Silk Underwear, pure wool, in summer weights, in fact every description of Ladies' and Children's Underwear at the lowest prices—value for value—in Western Canada.

New Kimonos

Ask to see the new Kimono Dressing Sacques and Dressing Gowns, they are a splendid lot and priced from 50c up to \$2.25.



FOR MOTHER AND DAUGHTER

When

The Colonist

The Colonist Printing & Publishing Company, Limited Liability, 27 Broad Street, Victoria, B. C.

J. S. H. Matson, Managing Director.

The Daily Colonist

Delivered by carrier at 25 cents per month, or 25 cents if paid in advance; mailed postpaid to any part of Canada (except the city or suburban districts which are covered by our carriers), or the United Kingdom at the following rates:

One year \$5.00
Six months 2.50
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London Office, 90-92 Fleet Street

Sunday, March 29, 1908

MUNICIPAL EXPENDITURE.

It is not particularly pleasant to think about, but the people of Victoria may as well make up their minds to the expenditure of a great deal of money. Of course there will be complaints, and there may be much opposition to some of the proposed outlays, but municipal government is a costly thing, if a city is to be kept in anything like a decent condition. There are many things to be done, and they all will cost something, while there is not much, if anything, that can be saved on existing expenditures. Possibly the city may not get full value in all cases for what it pays out, but we do not at the present writing call to mind a single item of public expenditure that could be eliminated with advantage. In other words we do not think the municipal expenditure is wasteful or extravagant. Nevertheless every Victorian who reads this article will concede that many things ought to be done, which are not being done. The explanation is that ours is a growing city, spread out over a large area, all of which is not built up. It is therefore expensive to maintain. To this may be added the fact that in past years City Councils have not always looked ahead, but have contented themselves with doing just what had to be done and letting the future look after itself. This policy has been exemplified by the condition of our streets, which went to pieces like the deacon's One Hoss Shay, "all at once and nothing first." We ask the ratepayers of Victoria to give the situation their best consideration and to strengthen the hands of the Mayor and Aldermen in the adoption of a policy that will provide adequately for the requirements of the city in which we all take so much pride, and for which a prosperous future is assured, if we do not handicap ourselves by refusing to make those municipal improvements without which it will be placed at a disadvantage as compared with other progressive localities. When a boy starts in growing, his parents are confronted with a serious problem in the matter of clothes, and that is about the way it is with Victoria. So let us give the Mayor and Aldermen every reasonable assistance they ask, and stand by them in what they may endeavor to do along progressive and well-considered lines.

MILITARY FORCE AND LABOR.

We have from time to time heard agitators attempt to prejudice workingmen against the maintenance of military force, which is represented as something maintained for "capitalistic" purposes. The agitation can always be supported by striking illustrations, some of the most impressive of which are drawn from the United States, where the army is often employed, perhaps too frequently, as an instrument for thwarting the efforts of workingmen to secure what they regard as justice. We are not going to enquire into the rights or wrongs of such cases. There is probably a good deal to be said on both sides, but the discussion is not material to what we have in mind this morning, which is that it is in the interest of workingmen above all others to see that the nation is well equipped for self-defense at this crisis in the history of civilization. We have read the speeches of men who have spoken of the flags of the British Empire and of the United States as so many useless pieces of bunting, but we ask those who may be inclined to think that too much is made of the flag and what it represents, and to whom the armed forces of government appear to be supremely useless, if not actually a menace, what they think would become of the Pacific coast of America if Great Britain and the United States were not prepared to defend it with arms against an Oriental invasion. Let us suppose that the protection of the Imperial flag and of the Imperial forces were withdrawn from British Columbia—and remember that we enjoy this protection though we never may see a ship or a soldier, and the protection of the power of the United States were withdrawn from Washington, Oregon and California. What would ensue? We do not need the gift of prophecy to foresee what the answer to this question would have to be, for we know that we would be overrun with hordes of yellow men, and that the sun-burst banner of the Mikado would wave over the whole land from the Arctic Ocean to Mexico. While we are face to face with the menace of the Orient it is folly for any one to ask in the interests of labor that we should "put our armor by." Rather should the workingmen be eager to see that the country is made strong. Depend upon it, when the Orient fully awakens it will not be

kept back by the vaporings of demagogues on the rights of man and the oppression of capital. The time has come when every white man should learn how to handle a rifle, for no one can tell how soon he may be called upon to use it in defense of the civilization to which he has attained.

THE PROPOSED REVISION.

The Winnipeg Telegram calls the proposed amendment to the election law, to which reference was made yesterday, "a statutory outrage," and says that it "throws wide the doors to the most dangerous forms of electoral fraud and corruption." As we are all as yet hopelessly in the dark as to why it has been thought advisable to mete out different treatment to Manitoba and British Columbia from what is accorded the other provinces, and as the extent of "the necessary powers," which it is proposed to permit the government to confer upon its revising officers, is unknown, almost any criticism of the proposal is justified, and almost any explanation of the motives behind it seems warranted.

The impossibility of defending the proposed change on the ground of necessity creates at once the suspicion that it is intended to place in the hands of the Liberal managers in the provinces named an engine that can be used to the disadvantage of their opponents. At the last Dominion election the Liberals carried all seven seats in British Columbia on lists prepared in precisely the same manner as the existing lists have been prepared. Since then Mr. Templeman came forward for election in Victoria, and at a contest held with similar lists, was successful. Since then there has been a provincial election held and the result was the complete rout of the Liberal party in this province. Not to go too far away from home for an illustration, the constituencies of Victoria, Saanich, the Islands and Cowichan, which went Liberal at the preceding provincial election and also went Liberal at the last Dominion election, returned Conservative candidates for the local house. Now comes a proposal to put into the hands of the nominees of Mr. Templeman the power to make up new voters' lists for these constituencies. On the face of it such a proposal is an outrage, and, if it is put into effect, will react against the men responsible for it. No conceivable reason, except party exigency, can be advanced for it. It is the last struggle of a moribund political party to keep control of a province whose confidence it has forfeited in a score of ways.

THE AURORA BOREALIS

A correspondent wants us to tell him something about the Aurora Borealis, which shone so brightly a few nights ago that a great many people have been talking of it. The request recalls a story. A certain professor once asked an inattentive student: "What is the Aurora Borealis?" The student hesitated, stammered and finally said: "I did know, sir, but I have forgotten." To which the professor replied: "That is a calamity. To think that the only man that ever knew has forgotten it." For a long time no tenable explanation was offered for the phenomenon. We recall an old article on the subject in which the writer said it was probably due to the reflection of the sun from moving cakes of ice in the Arctic seas. Capt. Symmes, of Symmes-hole fame, explained it as a reflection of sunlight from the hollow centre of the earth. But of late years all these fanciful explanations have been abandoned and it is agreed on all hands that the phenomenon is of electric origin. It is supposed to be due to electric discharges through a thin atmosphere or aqueous medium, but this is only because there is some resemblance between it and the manner in which an electric spark is drawn out in a partial vacuum and there are many objections to it. It is not even known how far above the surface of the earth the Aurora is, although there seems to be evidence that in some cases it is quite low. While the Aurora is called Borealis, that is appertaining to the North, it occurs in the Southern hemisphere as well, although there it is usually spoken of as Aurora Australis. While it is usually seen at night, instances of its being visible by day are not infrequent. It is said to be accompanied at times by a hissing or crackling sound. Many observers are inclined to deny this, but so many persons claim to have heard it, that there can hardly be any doubt upon this point. The forms in which the Aurora is seen are many. The commonest is that of a curtain which folds and unfolds. Sometimes it takes the form of an arch; sometimes it consists of shafts of light converging towards the zenith. Usually it is in the northern quarter of the sky, but occasionally it extends over the whole celestial hemisphere.

Such are some of the general facts relating to the aurora. A few interesting incidents regarding it may be of interest. Capt. Parry describes a shaft of aurora, which descended apparently from a great height and reached the surface of the ice between the point where he stood and a headland less than two miles distant, an incident which seems to upset some of the theories of its origin. Sir John Franklin observed an aurora appear below heavy clouds which was so brilliant that the whole heavens were lighted, and when it passed away the clouds were in their former position. Another observer speaks of auroras accompanied by showers of minute ice crystals, one of them being in Paris.

There seems to be no doubt that auroras are in a certain degree indicative of changes in the weather. Broad sheets of the polar light appear to precede fair weather, and broken, flickering shafts indicate wind.

In this part of Canada auroras are very rarely seen, but in the eastern provinces, and especially in Quebec and New Brunswick, they are very common. They occur at all seasons of the year. Sometimes they are remarkably brilliant, rivaling those which are described by Arctic explorers. The speed at which the manifestations arrange and rearrange themselves is remarkable, yet sometimes the shafts will group themselves in weird forms, remaining stationary for a time, and suggesting all manner of things to the superstitious. Just before the Crimean war broke out an aurora shaped itself into a huge curved sword and hung motionless for several minutes. It created considerable alarm among those who saw it, and when the war came it was accepted as a portent of disaster.

Harry Orchard says he wants to be hanged. There are a good many other people who are of the same mind in regard to the self-confessed murderer.

The Victoria lady golfers have done their city proud. If we were better up in the language of the links we would try to express the idea more accurately.

Mr. Justice Clement has told us that the provincial regulations as to the sale of milk are ultra vires. Mr. Justice Clement seems to have a keen eye for constitutional defects.

A resident of Victoria on Friday saw a robin pick up a worm and fly to a holly bush. On examination it was found that the robin had a nest full of little ones. Is not this exceptional for March 27?

We do not profess to know anything about the strike of the printers and pressmen in St. John, but we do know that, if the former carry out their threat of starting a newspaper of their own, they will find they have a contract on their hands.

Forty years or more ago they solved the problem in England of protecting the foreshore from the inroads made by the wash of the waves. In the city of Victoria, in the year 1908, the matter is still in an experimental state. Why?

We were told the other day that Mexico was the "finest country in the world," and we felt just a little bit jealous. It is now disclosed that it has the earthquake habit, as Vancouver Island still remains in undisputed possession of that title.

The Mauretania is a big ship, but when Father Neptune starts into play with her he can give her about all she wants to stand. Of course, the speed at which the ship traveled against the storm, nearly 20 miles an hour, accounts in some measure for the pounding she got on her last western voyage.

A gang of foreigners in possession of ten cases of dynamite and also of a desire to destroy property and perhaps life at the Treadwell mine, is not the pleasantest combination in the world. It has in it, indeed, all the elements for a terrible tragedy. Further news from that section of Alaska will be awaited with anxious interest.

One is disposed to discount considerably the statements of a New York editor, charging the Taft boomers with "endeavoring to create a White House dynasty," on reading that he concluded his speech with a warm eulogy of Governor Hughes, whom he warmly endorsed for the presidency. The allegation would be taken more seriously if it came from an unprejudiced source.

It seems to be quite the fashion nowadays for certain people to decry all claims of Victoria to be called a beautiful city. We hardly see the good of this sort of thing. There is much in the central part of the city that is the reverse of attractive. Let us endeavor to get these defects remedied and not denounce the whole place, which has in fact many exceptional claims to be regarded as beautiful.

We are in sympathy with the suggestion that charge for accommodation at the isolated hospital ought not to be made. No one goes there or takes a member of his family there because he wants to. It is for the public benefit that persons suffering from certain diseases are isolated, and the sufferers should not be penalized for the public benefit. We have an idea that if special accommodation were provided for those who are able to pay, any reasonable charge would gladly be paid, but in the majority of instances it is hardship enough to be sent to the isolated hospital, without having to pay for it.

The Ottawa government, during the present session, seems to have succeeded fairly well in antagonizing a large number of the business interests of the country. In turn, the drugists and the cigar manufacturers have had to rush delegations to the capital to protest against pending legislation, and now it is announced that the Retail Merchants' Association are up in arms against the co-operative societies' bill now under consideration by the Banking and Commerce committee of the Senate. No wonder the government should feel disposed to "supervise" the voters' lists which are to be used at the approaching elections.

The exodus to the industrial centres of the Golden North has set in earnest. When the Princess May sailed for Skagway she was taxed to her utmost capacity, and it is said that the scene was reminiscent of the Klondike rush. But this is a mere dribble of the immense tide of travel which will shortly set in in that direction.

And the growth and expansion of the northern industries will mean much for Victoria. With the approach of winter travel will turn in this direction, where the Queen City of the West will wait with manifold charms and balmy climate to welcome home the thousands who have followed Dame Fortune's beckoning finger to distant scenes.

At the next meeting of the school board a resolution will be submitted by Trustee Bishop asking that a committee be appointed to consider the advisability of establishing a separate school for aliens, which we suppose means Asiatics. This is a very timely move. The question is one which will require much consideration, but it is undeniable that there is a growing feeling among all classes in the community that the white children should not be compelled to associate on the terms of intimacy which invariably prevails among school children, with Chinese and other Asiatic students. Everybody seems to be agreed that it is the duty of the city to provide means for the education of the latter class, in view of the fact that they are compelled to pay the school tax, so the problem narrows down to arranging of a modus vivendi which will be equitable to all parties.

Mr. Justice Clement has told us that the provincial regulations as to the sale of milk are ultra vires. Mr. Justice Clement seems to have a keen eye for constitutional defects.

A statement appeared in the Colonist yesterday to the effect that the provincial government had refused to pay \$600, an assessment on account of the extension of Richardson Street. Our information is that this was in consequence of an agreement made between the government and the city.

When it was proposed to extend Richardson Street some two years ago, the government was asked to give a part of the Government House grounds for street purposes and agreed to do so on condition that it would not be called upon to do anything more. This was satisfactory to the city. Recently the city asked for a pro rata contribution to the cost of the street, and was refused on account of the previous understanding. We understand that the matter has not actually been before the Executive since the original agreement was made, but we hope that it will be taken up at an early day and that the assessment will be paid. Mr. McBride and the Chief Commissioner both being absent from the city, we are unable to speak any more definitely.

The School Board, anxious though it is to relieve the congestion in the various schools of the city, is timorous about asking for a large sum of money at a time when the ratepayers are to be called on for big appropriations for other public works. While this display of caution shows a due appreciation of the difficulties of the situation, yet we think the board should not be at all backward in pressing upon the attention of the general public the fact that heroic measures must be taken if we are not to fail in the very grave responsibility which rests upon us at this time. What are the facts? Population is pouring into the city at a very rapid rate; families are taking up their residence here at our invitation, and they expect on arrival to find adequate facilities for the education of their children. The schools are crowded, and if the city continues to grow at the rate it has done for the past two or three years the day cannot be far distant when the accommodation for school children will have to be practically double what it was a couple of years ago. A knowledge of these facts will show that it would be a grievous blunder for us to pursue any cheese-eating policy.

SPIRIT OF THE PRESS

Defeating Justice

Whatever can be said in favor of the retention of the judicial committee of the privy council as an ultimate imperial court, informed opinion both in Canada and the other British self-governing states steadily inclines toward the propriety of restricting the right of appeal to matters of constitutional interpretation of questions of law coming before the empire at large. No good reason exists why ordinary cases arising under local statutes should not begin and end within the state where they originate. For this class of litigation the appeal to the judicial committee has been outgrown. It is a relic of earlier days, when the colonies were organized and had not attained the status of self-governing communities. Now it is an anachronism capable of being, and which is being, used to defeat the ends of simple justice.

We are in sympathy with the suggestion that charge for accommodation at the isolated hospital ought not to be made. No one goes there or takes a member of his family there because he wants to. It is for the public benefit that persons suffering from certain diseases are isolated, and the sufferers should not be penalized for the public benefit. We have an idea that if special accommodation were provided for those who are able to pay, any reasonable charge would gladly be paid, but in the majority of instances it is hardship enough to be sent to the isolated hospital, without having to pay for it.

News comes from the coast that unemployed men in Vancouver who are being fed at the expense of the city have refused to go to Clovelly to work on the V. V. & E. railway grade, because the wages are too low, although they have been offered free transportation to the work. The wages, \$1.75 per day, may seem very small in comparison with what has been paid in this country, and yet it seems difficult to understand how any man with the spirit or pride that is in him would think of eating the bread of public charity even for a single day when there is opportunity given him to earn even as much as the price of the meals supplied to him. Evidently the old standards of self-respect and many individualities of those in the position of their physical powers are changing from what they were in the days of Bobbie Burns, whose whole incentive for getting wealth was

From a Rural Point of View

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"Not to store it in a sack."

"Nor spend on train attendant."

But for the glorious privilege . . .

Of being independent

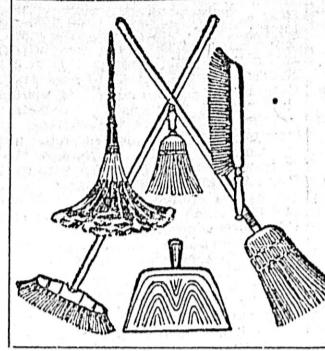
—Hedley Gazette.

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VICTORIA, B.C.

Why Not Get Your New Carpet Today? Come in and Let Us Show You Our Line

Housecleaning Helps



THE kitchen furnishing department of this establishment is displaying in the Government Street window some of its offerings in home-cleaning helps. A glimpse at this window display will give you an idea of the very complete range of such helps kept by us. If you are not already acquainted with the "Kitchen Things" department of this Home Furnishing Store, you haven't become acquainted with the best values in kitchen helps offered in the city. You can't CLEAN house with old and worn brooms and brushes. Come in and get some good sorts.

Easter Flower Holders in Glass and Pottery



Long and narrow, short and broad—for lilies or roses, for pansies or violets. Yes! To suit any and all of the beauties of the floral kingdom that bloom at gladsome Easter tide.

The prices for simple styles begin as low as ten cents—and you will be surprised to see what this small sum will buy this season.

More money buys larger sizes and more elaborateness. The variety also widens.

Shown on First Floor.

Some Dainty New Curtain Materials are Shown on the Second Floor.

Well it won't cost much to substitute harmony for discord—for the dollar buys a lot of tins and kitchen things these days.

Even the best sorts—the kinds we sell.

A most complete line at your service.

Well it won't cost much to substitute harmony for discord—for the dollar buys a lot of tins and kitchen things these days.

Even the best sorts—the kinds we sell.

A most complete line at your service.

Genuine Hand Painted China

There is much excellent china ware decorated to imitate the free hand creations of the best floral, scenic and figure painters—reproductions so exact that it requires an expert to distinguish the difference. The process is decalcomanie-transfer, and the most delicate shadings are possible of reproduction.

The same difference exists, however, as between a watercolor painting and a lithograph—the difference between an original work of art and one multiplied by mechanical means. To those who would have genuine original productions we would commend an inspection of some signed specimens just

Fire Sale

Goods slightly damaged by smoke and water to be sold regardless of cost. Come early to avoid the rush.

COPAS & YOUNG

SUCCESSORS TO FELL & CO.

Ring up phone 94 or 297 and you will receive attention.

Offered at a Low Price on Easy Terms

TWO NEW HOUSES, eight and nine rooms in choicest residential locality of the city, right on the car line and all other modern conveniences - \$4650 and \$5400

BRITISH-AMERICAN TRUST CO. LTD

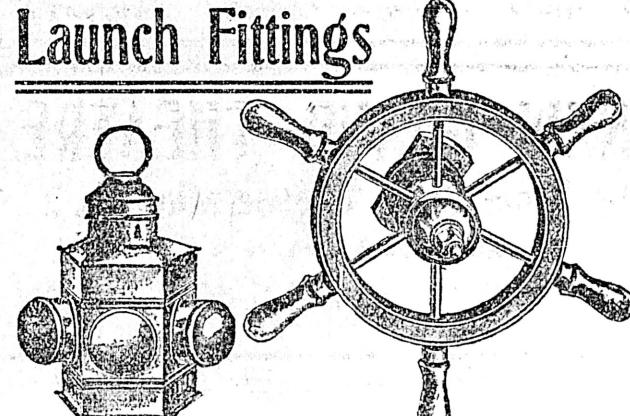
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THERMOS BOTTLES KEEP HOT DRINKS COLD DAYS COLD DRINKS HOT DAYS

Any time, any place, any temperature. An absolute necessity for the traveler, motorist, milner, mechanic, hunter, yachtsman, physician, hospital or nursery. The canoist who takes a pair of Thermos Bottles with him can be independent of houses or building fires on the shore. Just like the ordinary milk bottle except that it will keep liquids hot for 24 hours or ice cold for 3 days.

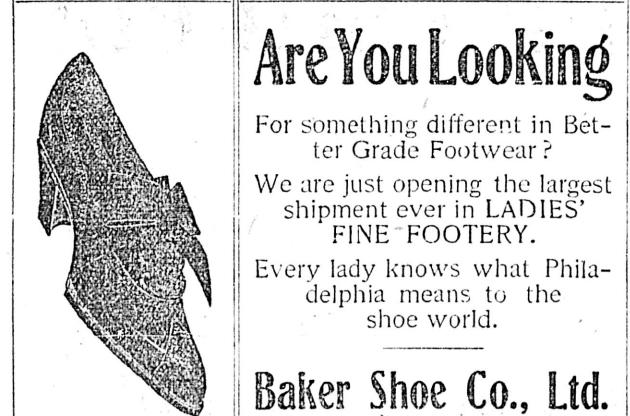
A Marvelous Invention We Should Like to Tell You More About Kindly Ask Us

CYRUS H. BOWES, Chemist, Government St., near Yates



We have just received a large shipment of BRASS GOODS and are in a position to fill all requirements at Lowest Prices. Wheels, Lights, Stanchions, Rails, Whistles, Pumps, Cleats, Chocks. We invite inspection of all the goods by all interested.

E. B. Marvin & Co., Ship Chandlers, Wharf St.



Are You Looking
For something different in Better Grade Footwear?

We are just opening the largest shipment ever in LADIES' FINE FOOTERY.

Every lady knows what Philadelphia means to the shoe world.

Baker Shoe Co., Ltd.
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The Colonial Police Model Humber Bicycle

This is a style of wheel that will meet the requirements of those seeking a very strong yet not a very heavy wheel. Special tires, special frame and equipment. There is no other English wheel in British Columbia like it. No other that can touch it. Call and inspect this fine machine, also our other lines of English and Canadian wheels.

English Wheels \$50 up. Canadian Wheels, \$40 up

THE PLIMLEY AUTO CO., Ltd., Cycle Dept., 813 Govt St., Opp. Post Office

Amherst shoes are solid leather.

English Sheetings—Plain or Twilled. Bleached Sheetings, 72 inches wide, English make, extra quality. Special price, 35c a yard. Robinson's Cash Store, 86 Yates street.

New Neck Frillings—Dainty neck frillings in the newest styles and colors, including white, cream, pink and black. Special price 15c a yard. Robinson's Cash Store, 86 Yates St.

See our Wall Paper—1908 stock: everything new, Palming, etc. C. H. & Co., Yates Street.

WINTER STOVES — Select you from Clarke & Pearson's large and complete stock.

WILL ENDEAVOR TO COME TO ARRANGEMENT

Council and Provincial Government Will Consider Street Improvements

The misunderstanding which has arisen between the city and the provincial government will be the subject of negotiations between the two. At the meeting of the streets, bridges and sewers committee held on Friday night when the protest of the government against being assessed between \$500 and \$900 for the improvements to Richardson street, was first brought to the attention of the present council, a committee consisting of the mayor and Aldermen Mable and McKeown was appointed to take up the question and interview the government with a view of coming to some mutual arrangement.

Since the improvements to Richardson street were completed a short time ago it develops that when the work was first considered the late mayor communicated with the provincial government, who, it appears decided to give a certain portion of its property along that thoroughfare for street purposes, but claimed that the value of the property so given should cover its contribution towards the work in full.

The work was proceeded with, advertised and completed, and a short time ago the notices were issued to all property owners interested calling for their portion of the assessment. This notice was received by the provincial government which immediately called attention to last year's correspondence on the subject. That there had been negotiations between the government and the city was thus for the first time borne in upon the present council and the back correspondence was looked up. It would appear from the remarks of some of the present aldermen that the ex-mayor apparently undertook the negotiations of the whole matter, received the government's reply and failed to notify the then council. The bylaw was put through the council in the ordinary manner, attached to which was a schedule of owners who would be assessed and the respective amounts so to be assessed, but not a word was mentioned of the attitude of the provincial government.

"One-man government" was the way out of the present aldermen characterized the method of doing the business in connection with this particular matter. Just what will be the result of the present negotiations remains somewhat of a puzzle. In the meantime the work has been completed, but it is probable that some settlement will be arrived at.

Lectures to Men
This afternoon at 4 o'clock Dr. Ernest Hall will lecture, under the auspices of the Y. M. C. A., on "Degeneration No. 2," in his series of lectures which he is giving to men. The lecture will be illustrated by slides. The Y. M. C. A. quartette will sing and a song service will be conducted at 3:45. The doors open at 3:30 o'clock.

Commemorates Hart's River
"Thrilling Experiences in the South African War" will be the subject of a lecture to be given on Easter Monday evening by Lieut. A. J. Brace, who saw service in the Second Canadian Mounted Rifles. The lecture, which will be given under the auspices of L. O. L. No. 1610, of which Lieut. Brace is an official, will commemorate the Battle of Hart's river on Easter Monday six years ago which practically closed the war.

Male Choir Will Perform
J. M. Morgan, conductor of the Victoria Male Voice Choir in the Y. M. C. A. has arranged for a concert on behalf of the local Y. M. C. A. to be given in Institute hall on Monday evening, April 6. He enjoys an enviable reputation in his native country Wales and for over a year he has had the local men in hand. The choir has grown to forty voices and has reached a great degree of proficiency. An excellent programme will be rendered.

Delighted With Victoria
G. M. Reed, lately of Minneapolis, but at present sojourning in Vancouver, spent Thursday and Friday in the city. Mr. Reed represents a large trust company of Wisconsin and is also associated with English capitalists. He is looking for a field of profitable investment on Vancouver Island. He thinks Victoria altogether the most delightful place he has seen on his travels, and thinks there are boundless opportunities for investment of capital in the development of the island. While here he met Lieut.-Col. Codd, an old prairie friend of 25 years ago.

C. P. R. ANNOUNCES
NEW ARRANGEMENT
Traffic Deal With Chargeurs Reunis
Line Will Be Commenced in
May Next

The announcement made some time ago in these columns of an arrangement made between the C. P. R. and Chargeurs Reunis Steamship company to be commenced in May, whereby the French line will complete its world-circling route by a direct run across the Pacific, has been officially announced by the C. P. R.

Mr. Robert Kerr, passenger traffic manager of the C. P. R., said the arrangement marked another step in the development which is going on in the trade between Canada and Japan. The Chargeurs Reunis line was a line with headquarters at Antwerp, that for years had been doing business with the east, and it had boats running to Yokohama and San Francisco. It was now going to establish a round the world service similar to that of the Blue Funnel line. Starting out from the Suez canal to Hong Kong, then to the South American coast, through the Straits of Magellan, and back to Antwerp. The coming of the boats to Victoria and Vancouver would mean that passengers and freight for Canada and the United States and also for the Canadian route to Europe, would be handled over to the C. P. R. instead of going to the United States. There would be a boat about once every six weeks.

"As you see," said Mr. Kerr, "it is nothing startling, but it is significant as showing the importance Canada is attaining in transportation problems."

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New Westminster 30 50
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Barberville 21 32
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San Francisco, Cal. 16 62

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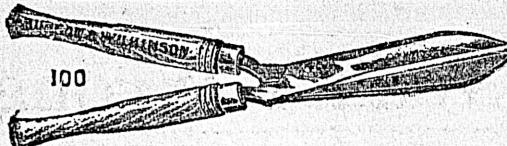
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Try Some of Our Choice English Chocolates

A POT OF OUR FINE TEA,
A CUP OF COFFEE,
A CUP OF COCOA AND WHIPPED CREAM,
A CUP OF CHOCOLATE,
A CUP OF BOVRIL.

For your afternoon Tea while down town will refresh you.

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Tel. 101. 619 Fort Street.

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ALL STANDARD MEDICINES KEPT
TOILET SUPPLIES AND NOVELTIES
In Endless Variety.

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Lord Nelson, Bolton's Pink,
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Sensible Gifts
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THE ROMANCING OF A REAR-ADMIRAL

True Story of Robley D. Evans' Exploits in the North Pacific Ocean

"How Admiral Evans enforced the sealing law in Bering Sea in 1892, almost single-handed"; this is how the Seattle Times advertises an article it publishes today. The story is told by Admiral Evans in a book entitled "A Sailor's Log; a Wonderful Record of Varied Service," published by "Fighting Bob" in 1901. Ashmun N. Brown, a well known Seattle newspaper man, a Yankee of the Yankees, who comes of a family well known in a public way not in the northwest alone, went north on the steamer Coquiltam when Admiral Evans made his wondrous seizure "at hazard" with the cruiser Yorkton. Admiral Evans wrote as though the Coquiltam were a battleship instead of a small freighter, and tells of "when the fighting began," etc. When the book appeared Mr. Brown wrote the true story of Admiral Evans' famous cruise as follows:

"Rear-Admiral Robley D. Evans, United States navy, who is rather fond of being called 'Fighting Bob' and who is regarded by some as considerable of a grand stand sailor, has just published a book of his personal adventures afloat and ashore. He calls it 'A Sailor's Log; a Wonderful Record of Varied Service.' According to it, he went to the Bering Sea in 1892, to the North Pacific sealers, and the deeds of the daring author in the North Pacific ocean making life burdensome to them. In this the book is indeed 'a wonderful record.'

"In all fairness some sort of a protest should be entered to the wilfully exaggerated statements, the absolute falsehoods and the absurd concoctions written down by Admiral Evans regarding possible sealing and the part he played in endeavoring to throttle that industry. His report of the famous Coquiltam case contains so many glaring errors, not to use a stronger term, that I feel justified, loyal American, thought I am, in correcting them.

"The Coquiltam, as all British Columbians will recall, was the sealers' supply steamer in the season of 1892, having been chartered by the Sealers' association to carry supplies to the schooners in the north Pacific ocean. She sailed from Victoria June 9, 1892, under command of Capt. E. E. McLellan. I was aboard as a newspaper correspondent, representing the Victoria Daily News and a number of United States journals, including the New York World. The statements I make in regard to the case are from my observations aboard the vessel during her cruise.

His Wonderful Exploit.

"Admiral Evans, then only a commander in the United States steamer Yorktown, was in command of the United States Bellinger Sea patrol fleet that year. He had several vessels of the United States revenue cutter service in his command. One of these, the cutter Corwin, Captain Thomas Hooper, on June 22, acting under orders from Commander Evans, seized the Coquiltam in Port Etches entirely without warrant of law. All on board were made prisoners, and were not allowed to communicate with any one off the ship. A prize crew was placed aboard us, and we were sent to Sitka. The first charge against us was that we had transferred cargo in United States waters without first entering at a custom house. This was based on the fact that we had our hatches off when seized, a perfectly natural occurrence when it is considered that we had been through a gale during which our cargo had shifted. To my own knowledge, not an ounce of cargo was transferred in Port Etches, or in any other United States waters. Seeling that this charge would not stick, the American officers abandoned it for one charging us with violating the towage laws by towing the schooners. This seemed trivial, and also was abandoned. Then the officers found in our log book an entry which showed that on June 19 at Cape Tonki, Afognak Island, we had towed certain schooners "to the three mile limit," and there provisionsed them and received their skins. Immediately they set up the charge that in this we had transferred cargo in United States waters. The ingenious, but weak theory was advanced that the United States had jurisdiction over 12 miles from shore, the argument being that the recognized single marine league was a back number, insomuch as modern ordnance would carry with effect 12 miles, while, when the single marine league came into unwritten international law, ordnance would carry with effect only three miles. The United States asserted that it now needed 12 miles of jurisdiction to protect its coast line. It is interesting to note, by the way, that Russia is setting up exactly this point against the United States in the case wherein the United States is demanding damages from Russia for American sealing schooners seized and burned on the Russian side of the Pacific.

Case Thrown Out

"On this point the United States case was made. The little court in Alaska, being close to the officers who made the seizure, of course decided against the Coquiltam. The case was promptly taken to the United States circuit court of appeals at San Francisco, one of the most learned and dignified courts in this country. That court decided the seizure was entirely without law, and the \$600,000 bond on which the vessel and cargo had been released was returned. One of the concurring judges was Justice McKenna, now of the United States supreme bench.

"Though all this is a matter of record, and is well known, Admiral Evans asserts as facts, all the things that were disproven on the trial, holds that by the seizure he netted \$600,000 for the United States government, and leads the reading public to believe that the Coquiltam had been caught red-handed in a wholesale smuggling enterprise. His own words, however, to those familiar with the circumstances show that he really was conscious of the fact that his whole course was illegal and high handed, though he seeks to make the uninitiated believe he was doing his duty.

To give a few extracts from his book:

"On page 309, under date of Port Townsend, May 3, he writes: 'My orders are confidential. I am to prepare the fleet, which I am ordered to command, for a six months' cruise in the North Pacific and Bering sea, the second largest fleet in commission, and the most active and important work of our navy at present. The Yorktown, Mohican, Adams and Rush compose the fleet, and if I can do half of what my orders call for I shall consider that I have done well. The orders are certainly ironclad, and make me complete boss in the North Pacific and Bering sea.'

Mcdest man!

"On page 315 he writes: 'While these sea preparations were being made, I used my best endeavors to find out where the sealing fleet would rendezvous, in order that I might be on hand to seize the supply steamer, which would much simplify my work during the summer. With the assistance of detectives, sent us from Washington, I interviewed the men most likely to give the secret away, but I found they were absolutely in the dark, as all the vessels were to go to sea with sealed orders, which were to be delivered to them only on the eve of their departure.'

"One would think from this that the supply steamer was to engage in some sort of piracy. As a matter of fact, its mission was to go to the wide North Pacific ocean to carry supplies to a fleet of sealers whose operations were confined entirely to the waters of that ocean, usually about 500 or 600 miles from land.

"That the great naval fighter has not a very accurate knowledge of the sealing industry, anyway, is shown by this sentence on page 316, in describing sealing schooners: 'Each vessel had its regular crew for working her, and in addition from 10 to 40 men, according to her size, who were known as hunters, and who did the killing.'

"Forty hunters on a sealing schooner!

"Further along Evans numbers in great style. He writes on page 323: 'The problem of how to catch the supply steamer was a very interesting one, and many people have asked me how I did it. The navy department had been misled by information purposely sent from Victoria, and they in turn tried unintentionally to deceive me by sending me false information, saying that it came from a reliable source. The rendezvous, as given by them, was over 1,800 miles from where I caught her.'

"I might remark parenthetically that perhaps the navy department was not badly wrong as we had three rendezvous arranged.

A Yankee Pechant

"The case I had to deal with was similar to that of an enemy's cruiser on your coast in time of war. What was her objective? I knew that her intention was to take skins from the fleet and give it provisions, and therefore if I kept in touch with the fleet I should eventually find the steamer, and I did. Several vessels were detailed to watch the schooners, and see which way they were heading, and as soon as I had this information I felt sure that in that direction somewhere I would find the steamer I was looking for.

"It is sometimes an officer's duty to do a thing that his government must afterwards disavow and punish him for having done. Such a case was the capture of the Confederate cruiser Florida in Bahia, Brazil, by the United States steamer Wachusett during the civil war. I felt that I might have to do the same sort of thing and face the music. If I found the steamer I was after in one of our ports, having violated our revenue laws, it would be a plain sailing; but suppose I found her at sea? What then? I read plainly between the lines of my orders that if I kept in touch with the fleet I should eventually find the steamer, and I did. Several vessels were detailed to watch the schooners, and see which way they were heading, and as soon as I had this information I felt sure that in that direction somewhere I would find the steamer I was looking for.

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LADYSMITH SMOTHERED ESQUIMALT ELEVEN

Ran Up Big Score on Naval
City Team in One-Sided
Game

will be eligible to compete for the cup, and the constitution, which is yet to be prepared, will provide for games to be played in any cities, and not always on the ground of the defending team.

To Practice at Beacon Hill

The J. B. A. A. lacrosse team will practice this afternoon at the Beacon Hill grounds. A full turnout is requested.

NORTH WARD ORGANIZE

Athletic Association in North Part of
City Will Have Strong
Executive

At the meeting held Thursday to organize the North Ward athletic association officers were elected and great enthusiasm was shown among the fifty or sixty young men who were present. Nothing was done in the matter of a club house, but it is thought that this matter will be taken up before the autumn.

Officers were elected for the new club as follows:

Hon. president, Richard Hall; president, Harry Ross; vice-presidents, F. Anderson and Ed. Christopher; secretary, Fred Dinsdale; treasurer, J. Dodd; executive committee, J. Dakke, W. Blake and C. Cousins.

Chairman of the baseball committee, F. McConnell; chairman of lacrosse committee, J. Dakke; chairman of the field sports committee, Edward Christopher. A committee was appointed to interview the city council on Monday next to ask that an appropriation be made to put the North Ward park in condition for practicing.

DOG AND CAT SHOW ENTRIES NUMEROUS

List of Competitors for Valuable Prizes Will Tax Capacity at Drill Hall

There are 225 dogs entered for the big show which is to take place April 1-2 in the Drill hall. There is not a man, woman or child in Victoria but who should avail themselves of the opportunity of seeing this show. Dogs of every breed are entered, from the cute little lap-dog, which will attract the attention of the ladies and children, to the big St. Bernard, which we all admire on account of his faithfulness and his untiring efforts to help those in distress.

British Columbia, and particularly Vancouver Island, being the sportsman's paradise, entries in the sporting division are very large. Never in the history of the club has so many really good setters, spaniels and pointers been entered, and a win in any of these classes will mean a great deal, as all the dogs are of a very high order.

When we come down to all breeds of terriers we certainly do not envy Judge Cole his position. In the past British Columbia has met and defeated all comers. This year some of the fanciers of this very popular breed have imported from England some of the best stock, and competition promises to be very keen. Mr. Israel will also show his celebrated string of bull terriers. These dogs themselves are worth going a great distance to see.

A partial list of the cups and medals are on exhibition in W. & J. Wilson's window, Government street. The club is also giving very handsome Tombola prizes, the first prize being a very handsome lady's costume, valued at \$50 dollars; second prize, gentleman's suit, valued at \$25.

The secretary will take entries for the cat show at the Drill hall any time before 2 o'clock on Friday. As the cat show is something new in Victoria, the club is anxious to have any person who owns a cat to enter it as they have made ample provision for bunting and are giving a tiny cup for the best in the show, also medals for the best in each breed. Bring your cat and help to make the first cat show in Victoria a grand success.

Track Meet for Seattle.
Seattle is planning a big invitation track meet to be held about the first week in May, under the auspices of Seattle Athletic club. The meet will be open to all registered amateur athletes. Further particulars may be had by application to W. H. Ingalls, secretary of the Seattle Athletic club, or Bert Hobbs, registered commissioner of the P. N. A., Vancouver.

PREMIER McBRIDE PRESENTS A TROPHY

To Encourage Lacrosse Spirit Among Intermediate Teams

Hon. Premier McBride yesterday afternoon met the delegates of the big senior lacrosse league in the Empress hotel and in reply to the request of the British Columbia lacrosse association stated that he would be pleased to present a cup or trophy for competition among the intermediate teams of the province.

The premier's visit to the Empress to see the delegates shows his keen appreciation of the national game, and only reiterated his willingness to present a suitable trophy which had been expressed verbally earlier in the season in the following letter to secretary McBride.

Dear Sir.—In reply to your favor of February 18, forwarding the request of the British Columbia Lacrosse Association for a trophy to be competed for by the intermediate lacrosse teams of the province, I beg to say I shall be most happy to present a cup or trophy for competition as suggested.

RUGBYISTS CLOSE YEAR

Secretary W. Sweeney Presents Excellent Report of Local Teams Showing This Year

At the winding-up meeting of the Victoria rugby club held Friday night in the Driard hotel, the secretary's report was received and his resignation refused by the members of the club. W. Sweeney's services are greatly valued by the club and it is questionable if they will permit him to withdraw.

The meeting decided that if it were possible to play the old country team of players that will come this way, arrangements to this effect would be made.

The following was the secretary's report:

In submitting the club's report for the season of 1907-08 I do so with much pleasure, as it has been the most successful season since Victoria has had its famous championship team, some five years ago.

Never in the history of the club has such enthusiasm been shown in the game, especially after the defeat of the crack college team of Stanford university. This brought out a large crowd to witness the game against Vancouver a week later, which game should have resulted in a draw, only for a little ill-luck in the last few minutes of play.

This left our team second in the British Columbia championship.

During the season we played seven games against outside teams and won four of them.

In the intermediate series our team did real well, winning the British Columbia championship in two straight games from Vancouver, after the latter had defeated Nanaimo; and as the intermediate of today is the senior of tomorrow, it looks promising for a senior championship team in Victoria next year.

The club is in a good financial position, having all bills paid and a small balance in the bank, as follows:

Receipts
Balance from last year (1907) \$ 1.35
Donation by A. T. Goward..... 5.00
Net proceeds, Oct. 7 game..... 7.45
Net proceeds, Nov. 2 game..... 47.35
Net proceeds, Dec. 3 game..... 8.50
Net proceeds, Dec. 21 game..... 5.00
Net proceeds, Jan. 13 game..... 217.50
Net proceeds, Feb. 12 game..... 8.95
Sale of membership tickets..... 6.50

Total receipts \$207.50

Expenditures
Voucher cheques, herewith..... \$292.05
Sunday expenses, telegrams, lemons, witch-hazel, etc..... 6.50

Total expenditures \$298.55

Balance in Northern bank..... 9.05

\$307.60

Eagles President Coming

Grand President Bell of the Fraternal Order of Eagles will arrive in this city for April 10, when he will address the local acme in the Victoria theatre. Elaborate preparations are being made in this city to receive him.

Y. M. C. A. WIN FIRST ASSOCIATION MATCH

Defeat J. B. A. A. at Oak Bay
Grounds in Last Game of
the Season

For a score of 4 to 0 the Y. M. C. A. yesterday won handily from the J. B. A. A. at Oak Bay park in the senior series of the Vancouver Island Football association. While the score was one-sided it hardly tells the story of the play which, while it dragged considerably in spots, was sufficient to entitle the visitors to victory. In the contest between the Ladysmith and the Esquimalt elevens, the aggressiveness of the forwards of the winning eleven proved too much for their opponents whose play was ragged and not up to the usual J. B. A. A. standard.

At the call of half time the elevens changed over with the score 3 to 0, Young replacing several which the third game being put through by Lorimer the J. B. A. A. back off a corner kick from Ketchem of the Y. M. C. A. Only one game was scored in the second half, that by Parks from a penalty kick.

The teams lined up as follows:
Y. M. C. A. J. B. A. A.
Jasper Goal Peter
Struthers Backs Lorimer
White H. Kinloch
Thackeray Halfbacks Shanks
Hill Forwards Hughes
Hill Forwards Lorrimer
Sherritt Goal Grelig
Sprole Backs Brighton
Meredith H. Hall
Young Forwards Winsby
Referee A. Rutherford.

COMMITTEE SELECTS ALL-ISLAND ELEVEN

Special Meeting Decides on
Date of Nanaimo-Lady-
smith Game

The All-Island team to meet the All-Mainland team was yesterday selected by the representative team committee at the termination of the two big games at Oak Bay and the team that has been chosen should be able to take the measure of the mainland representatives.

The big game between these two teams will take place next Saturday at Ladysmith and should be one of the best of the season. The selecting committee was as follows: C. Graham, Nanaimo; J. Eno, Ladysmith; A. Lockley, Esquimalt; C. G. Duncan, J. B. A. A. and E. M. Whyte, Y. M. C. A.

This is the team that will wear the Island colors:
Goal, Bradshaw, Nanaimo United; Backs, Graham, Nanaimo United, and Lorimer, J. B. A. A.; Halves, McKinley, Ladysmith, Johnston, Y. M. C. A. and Harley, Nanaimo; Forwards, (r. o.) Granger, Ladysmith; Crulckshanks, (o. r.) Nanaimo; Centre, Adams, Ladysmith; Forwards, (r. l.) Graham, Ladysmith; Buxton, (r. o.) Esquimalt.

At the commencement of play the Central forced their opponents back to their 25-yard line and from a scrum near touch, Brown secured the ball and made the only touchdown for Central, which Day failed to convert. High School seemed to wake up on recycling this reverse and kept the play in Central territory for the remainder of the first half. Score at half time, Central 3, H. S. 0.

On resuming play the High School immediately began to press and after ten minutes' of play Ellis secured the ball from a throw-in and touched down for High School. Chungrennes missed the convert. From this time on High School forced matters and Dixon was obliged to save on several occasions for Central. However, no more scoring was done and the whistle blew with the score even.

The High School forwards had the better of the scrums but their backs fumbled the ball thereby losing several opportunities to score. For the Centrals Dixon and Tule played well, while Clarke was the best man for High School, making several long runs.

J. C. Barnacle handled the whistle and gave general satisfaction to both teams.

The teams lined up as follows:
Centrals—Fullback, Dixon; three-quarters, Sprole, McKeen, Tule and Day; halfbacks, Paul and Market; forwards, Springhall, Brown, Springling, Creek, Hamilton, Campbell, Greville and Gardner.

High School—Fullback, F. B. Scott; three-quarters, Rogers, Clarke, Dixon and Browne; halfbacks, Walker, Williscroft; forwards, Campbell, Ligache, Ellis, Norris, Robinson, Chungrennes, Drury, Brown.

NANAIMO DEFEATS SEATTLE

Champion Thistles Go Down to Defeat Before Crack Coal City Team in One-Sided Game

Nanaimo, B. C., March 28.—The Thistles, champions of Seattle, were easily defeated by Nanaimo United here today in a one-sided game by a score of 5 to 1. The visitors were outclassed all through the game only having five shots on the Nanaimo's goal.

Had Nanaimo exerted themselves the contest would have been much more. Nanaimo scored 4 in the first half and one in the last half. The visitors' only goal was scored within a few minutes of full time. The Thistles play Ladysmith at Ladysmith tomorrow.

The secretary was instructed to write to Vancouver protesting against the appointment of T. McColl as referee.

LACROSSE SCHEDULE DRAFTED FOR SEASON

The Senior Victoria Team Will

Have Fixtures for Big Games

The entire session of the B. C. A. L. A. was taken up last night with the drafting of the schedule for the season and the Victoria club have one of the best arrangements for the year, that fixtures could possibly be provided. The schedule provides for the playing of two of the games on holidays and this in itself will insure big gates. Victoria will play the Vancouver team here on both May 24 and September 7, Labor day.

The names of the schedule committee were J. W. Lorimer, F. J. Lynch, Lionel York and E. N. Martin. The schedule is as follows, the games to be played on the grounds of the last named club:

May 24—Vancouver vs. Victoria
May 24—Maple Leafs vs. New West.

May 30—Victoria vs. Maple Leafs

June 6—New West vs. Victoria

June 6—Vancouver vs. Maple Leafs

June 13—Victoria vs. Vancouver

June 20—Maple Leafs vs. Vancouver

June 27—Victoria vs. New West

July 1—New West vs. Vancouver

July 11—Victoria vs. Maple Leafs

July 18—Maple Leafs vs. Victoria

July 18—Vancouver vs. New West.

July 25—Victoria vs. Vancouver

Aug. 1—New West vs. Maple Leafs

Aug. 8—Maple Leafs vs. New West

Aug. 15—Maple Leafs vs. Victoria

Aug. 22—New West vs. Vancouver

Aug. 29—Vancouver vs. New West.

Sept. 7—New West vs. Maple Leafs

Sept. 12—New West vs. Victoria

Sept. 19—Vancouver vs. Maple Leafs

The same lady had a hard match at Tacoma, but she won out in the 24th hole. The detailed results at Tacoma were as follows: Miss Langley beat Mrs. Bailey, 4 to 4; Miss Pooley beat Mrs. Hurley, 8 to 6; Miss Combe beat Mrs. Rice, 5 to 4; Miss Tilton beat Mrs. Burrill by one in the 24th hole; Mrs. Beaton beat Mrs. Grosscup, 8 to 7; Mrs. Beaton beat Mrs. Curnin, 5 to 4.

The other was fine all through the time that the games were being played and the ladies report having a delightful time. It is likely that the ladies will take another trip to the American cities in the very near future and expect that they will duplicate the victory that was credited to them on this last trip.

Advertise in THE COLONIST

STAR BALL ARTIST REFUSED BIG OFFER

"Billy" Blackbourne and "Jimmy" Hewitt Confer for Two Hours

J. T. Hewitt, sporting editor of the Vancouver Province, who last night arrived in the city as special envoy of the Vancouver baseball club, attempted to secure the services of the local ball player, Billy Blackbourne, for the Vancouver team had a conference with Blackbourne immediately after he arrived in the city, but it is understood that although the Vancouver man offered even bigger inducements than Blackbourne had expected these were not accepted.

The conference between the local ball artist and the Vancouver man lasted about two hours and at its termination the disappointed delegate stated that the signature of his quarry was still in doubt but that if there were any way of getting Blackbourne to come to the Terminal City for the summer that he was in a position to state that the Vancouver people would not stop until they had their man.

"Billy" Blackbourne when seen after the meeting stated that he was not in a position to state whether or not he would accept the offer of the Vancouver club.

He had a chance of a better proposition that was not of a similar nature and he was deliberating between the two.

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On the Waterfront

SEALING CATCH IS LOW ONE

Cape Horn Sealers Get But Half Number of Skins Taken During Last Season

PESCAWHA IS BOUND HERE

Two of Crew Lost From Beatrice L. Corkum Had Ex-citing Experience

The catch of the sealing fleet in which Victorians are interested, many local sealers being on board the schooners, was very small this season. Six schooners shipped 2,244 skins for the sales held in London on March 20, at which, as reported, the price realized was the same as last year. The catch was about half that of last year. The Agnes G. Donahoe, Capt. Balcom, had not landed her catch in time for shipment.

The schooner Pescawha, Capt. LeBlanc, which left Montevideo in February, after landing her catch on her way to Victoria to join the local sealing fleet, was top lines. She took 712 skins. The Alice Gertrude, Capt. Ryman, landed 549; the Edith R. Balcom, Capt. Baker (afterward wrecked off the Argentine coast) landed 470; pols; the E. B. Marvin of the Victoria Sealing company, Capt. Hiltz, landed 250 skins; the Beatrice L. Corkum, Capt. Gilbert, owned by A. J. Bechtel of the Victoria Machinery depot of this city, landed 136; and the schooner Village Maid, Capt. Robbins, landed 136.

It was on the return to the sealing grounds that the schooner Edith R. Balcom was wrecked, and the schooner Baden Powell was lost earlier in the season. The crew of the Balcom are expected to reach Halifax by the next northward mail steamer. The Pescawha left Montevideo on Feb. 8, it being intended to hunt off the southern coast and round the Horn with her sealskins still on board, on her way to Victoria, from where her catch would be shipped. The schooner is expected here about June, and after being overhauled and provisioned, will proceed to Berling sea.

Two of the crew of the schooner Beatrice L. Corkum, who were reported lost from that vessel, reached Montevideo safely after some exciting experiences. They missed their vessel because of a dense fog. They headed for land with three pilot biscuits as the only food on board, and after sailing for a day and a half, they caught sight of a vessel's spars and thought they must be nearing a harbor, though no land was in sight as a heavy fog prevailed. But when they got within 700 feet of the vessel, the spars of which they had sighted, they found her doomed, and fast going to pieces. The heavy swell and tide would not allow them to turn back, but carried them onward and finally the boat struck and went to pieces quickly.

The men had a narrow escape, but managed to reach shore and found they were on one of those great prairies of sand so numerous in southern parts of South America. After a rest they started to hunt for traces of civilization and after walking over fifteen miles, without food or sleep since losing their vessel, they sighted a cluster of bushes on top of a sand mound and thinking there might be some fruit there to quench hunger and thirst, scrambled up the mound, only to find the bushes fruitless. They sat down despondent until one of them, McFarlane, a gunner, sighted away on the horizon a small house, and they made tracks for it immediately.

On arrival and explaining their position they received every attention and were furnished with clothing. Next morning they were conducted to the nearest port, from whence they proceeded to Montevideo. At the time the letter was written it was expected the two sealers would ship in the Pescawha in place of the two men in the

The men reported seals less plentiful than other years, and if on the second trip the seals are still scarce it is likely some of the vessels will proceed home without further loss of time.

OLD-TIMERS RACED TO ROYAL YARDS

Capt. Amesbury and Locke Compete in Scrambling to Topmasts of Loudon Hill

For twenty years Capt. Amesbury, of the Victoria and Vancouver steamer, had not been above the deck of a windjammer; Capt. W. E. Locke, of the British ship Loudon Hill, whose brother is master of the steamer Amur, had not gone aloft for a similar time, and when they looked up at the lofty royal yards of the Loudon Hill while the stevedores were loading the ship at Vancouver, Capt. Locke said: "I'll bet a box of cigars I can get to the royal yards and down before you."

You're on," said Captain Amesbury, and Jim Mosher, the foreman, was placed in a point of vantage with a stop-watch in his hand.

The pistol was fired, the two racers sped along the deck, one up the foremast, the other up the main. The strong gazed with bated breath. Up the ratlines the two 184 pounds (it would be unfair to tell the age of the contestants) raced while the watchers cheered. Heads were tilted back, necks strained, and skyward the racers hurried.

The timekeeper almost dropped the watch in amazement at the speed displayed.

Capt. Locke was out on the foreroyal yard and was starting down when the timekeeper noticed that he had got a kink in a lift. He had to go back. Meanwhile Capt. Amesbury sat astride the royal yard laughing. He claims he lost two minutes by his outburst of merriment.

SHIPPING INTELLIGENCE

Special to Colonist
Tatoosh, March 28, 8 a.m.—Cloudy, wind east, 4 miles an hour.

Clallam Bay, 8 a.m.—Anchor-ed, schooner Jacobsen.

Tatoosh, noon—Cloudy, wind southwest, 5 miles an hour. Out, schooner Mabel Gale, towing.

Clallam Bay, noon—Sailed, the schooner Jacobsen.

Tatoosh, 6 p.m.—Wind south-west, 15 miles an hour.

By Wireless
Tatoosh, 9 a.m.—Cloudy, wind east, 5 miles. Bar. 30.35, temp. 42.

Pachena, 9 a.m.—Clear and fine; wind east; moderate sea.

Estevan, 9 a.m.—Clear and fine; wind east; moderate sea.

Tatoosh, 1 p.m.—U. S. steamer Milwaukee passing in for Bremerton.

Tatoosh, noon—Cloudy, wind southwest, 6 miles an hour. Bar. 30.38, temp. 47. Schooner Mabel Gale passed out at 11.55.

Estevan, noon—Cloudy, wind southeast; sea calm.

Pachena, noon—Partly cloudy, easterly breeze; sea calm. Ties passed in at 10.20 a.m. and the Cascade at 10 a.m.

Tatoosh, 6.30 p.m.—Northwest wind, 15 miles an hour. Bar. 30.45.

Estevan, 5.30 p.m.—Southeast wind, cloudy and raining, smooth sea. No shipping.

Pachena, 5.30 p.m.—Cloudy, wind southeast, sea calm. No shipping.

By Coast Wires
Carmichael, 9 a.m.—Calm, clear, sea smooth. Bar. 30.25.

Cape Beale, 9 a.m.—North wind, clear, sea smooth; steamer Cascade landed and left for Victoria at 8 a.m.

Carmichael, noon—Light south-west wind, clear. Bar. 30.30. Steamer Cascade, bound in.

Cape Beale, noon—Southwest wind, light; clear, sea smooth. Steamer Cascade passed in at 10.30 a.m.

Carmichael, 6 p.m.—Southwest wind, light; cloudy, sea smooth. Bar. 30.20. Large U. S. man of war in at 4 p.m.

Cape Beale, 5 p.m.—Light east wind, cloudy, sea smooth.

Capt. Locke was shinning down, and watching his rival hurrying downward on the other mast.

Capt. Locke reached the deck 45 seconds in advance. Capt. Amesbury says two minutes should be taken off for his delay occasioned by laughing at the victor.

Captain Locke got the cigars, however, and both men get a new suit of clothes.

RICE BOMBARDED WHATCOM'S PURSER

Well Known Steamboat Man Mistaken for Groom Because He Took Vacation

There was excitement when the steamer Whatcom arrived from Seattle yesterday, friends of the popular purser, John Lyle, being gathered on the wharf in full force. The purser, it seems, had a vacation on Friday and the report had spread that the well known official had succumbed to a leap year proposal. The result was a gathering of his friends at the wharf.

The purser landed and hurried up the gangway with his papers for the customs and immigration officials, and then from behind the crowd the bombardment of rice began. The platform looked like a rice field newly sown. Several pounds of rice, enough to keep a Japanese family for some weeks, was showered over the blushing purser, who, with his cheeks redder than they have been for some time, stood laughingly denying the impeachment that he was a bridegroom.

"Never found one willing to have me yet," he explained.

The friends were unconvinced. One man produced a Port Townsend newspaper, another suggested that Seattle had been draped in bunting on Friday.

Meanwhile there was a faint cheer on board the steamer, and as the bombardment of rice went on, the passengers, coming to the conclusion they had been each mulleted for 40 cents fare by a bridegroom in disguise joined in the shout.

The purser is now looking for the man who started the story.

VICTORIAN RECEIVES NEWS ABOUT CASTAWAY

Steamer Expected Soon at Guayaquil May Have News of F. J. Jeffs, Marooned on Galapagos

W. J. Jeffs, of this city, has received a letter which states that although the search made by the U. S. cruiser Yankton, detached from Admiral Evans' fleet for that purpose, failed to find his son, the castaway third mate of the Norwegian bark Alexandra, Fred J. Jeffs, hope is held that a steamer which left Guayaquil to cruise around the Galapagos Islands after seals, turtles, etc., had visited Infatigable Island before the cruiser arrived and it may be that this vessel took off the marooned man.

Mr. Jeffs has been informed that the cruiser found his son's camp and a mast erected there from which a tattered remnant of a white shirt which had been used as a distress signal by the castaways from the abandoned wreck of the Alexandra was still flying. Some guns, all badly rusted, and a badly rusted knife were found at the camp.

Henry Whitecomb, of Worcester, Mass., and James A. Moore and L. H. Gray & Co., of Seattle, will be the purasers. The vessel is owned by the American board of foreign missions and

TO INVESTIGATE CHANCE OF SALVAGE

British Columbia Salvage Co. Sends Representative to Examine Saratoga

The British Columbia Salvage company has despatched a representative to Bushy point, Prince William Sound, to investigate the chances of saving the steamer Saratoga, which has been abandoned as a total wreck to the underwriters by the Alaska Steamship company, owners of the steamer. If there is a possibility of saving the vessel, that is sufficient possibility to give the salvors a fighting chance to recover the vessel, an arrangement may be entered into under the "no cure, no pay" arrangement of Lloyds, to save the vessel. The Esquimalt company has had considerable success with vessels abandoned to the underwriters in Pacific coast waters. The steamer Marlene, which was run ashore about fifteen months ago in False bay, Alaska, and almost submerged, was abandoned to the underwriters as a total wreck and was recovered by the British Columbia Salvage company and towed to the dry dock at Esquimalt, by the steamer Silver. The salvage company paid \$37,500 for saving the vessel from the underwriters who turned the steamer over to the owners, she being insured only against total loss. The owners lost heavily as a result, the steamer eventually being sold to a Seattle firm for \$5,000, which was about half the dockage dues owing to the Esquimalt dry dock.

The steamer Northwestern, operated in the same line as the Saratoga, went ashore at LaTouche, about 65 miles from where the Saratoga was wrecked, and would probably have been a total loss had not the owners made arrangement with the B. C. Salvage company which took the contract of salvaging the vessel for \$55,000 on the "no cure, no pay" basis.

The B. C. Salvage company works on an arrangement with Lloyds which settles salvage claims on an equitable basis. With the salvage of the steamers Twickenham and Indra, both floated from the rocks at San Juan Islands by the steamer Silver, an arrangement was made with the masters of the vessels beyond the formal contract giving the salvors permission to work the remuneration being left to the committee of Lloyds.

The salvage agreement made by shipmasters in some cases at least, it seems, are not always permitted. A case is reported from Copenhagen of a remarkable reduction of a salvage claim. The steamer Solheim with coal for Kongslberg stranded on the coast of Bornholm, Denmark. Efforts of captain and crew to float the vessel failed and an agent of Svitzer's Salvage company went to the vessel and tendered assistance for 40,000 kroner. After some bargaining, the captain agreed, by contract, to pay 30,000 kroner for the proffered assistance. The same day 80 men were brought to the stranded vessel by the salvage company and they began throwing the explosives, acid, etc., had a very exciting trip from San Francisco to Seattle. The Tampico encountered Wednesday's gale off the Columbia river and for hours a dry southeaster raged, piling the waves high over the ship and tossing her this way and that at the complete mercy of the foaming seas. Nearly 200 barrels of oil broke loose. In the terrific pounding which the ship received and it was only a short time before practically every one of them was smashed to kindling while the thick oil partially filled the hold.

The acid tanks broke away and, being hurled from one side of the front ship to the other as she rolled and plunged in the sea, they strained and the acid began to run out. The fumes of the acid arose through the holds, and as the crew, working tooth and nail on deck, saw the haze, a wild cry of "Fire" went up. Night had fallen and it was impossible to distinguish whether or not the vessel was afire.

Thought of the tons of dynamite near by seized the crew, most of whom had been shipped at San Francisco, and were not accustomed to the perils of the sea on board explosive carriers. An attempt was made to launch the starboard lifeboat, but it was no sooner over the side with three men than a huge wave ripped it from the davits, and splintered it against the side of the vessel.

The boatswain had caught one of the ropes of the tackle and hung there pounding against the ship. He attempted four times to climb up the rope and over the ship's side, and each time fell back exhausted. At last, as he seemed about to lose his hold, the second mate caught him and hauled him on deck, with several teeth missing, his nose broken and his body a mass of bruises. The men were made to realize that there was no fire aboard, and under the direction of Capt. Charles F. Hall and the other officers of the ship, they worked faithfully until the break of day saw the abatement of the storm's fury.

The ship suffered none from the battering aside from the loss of her boat, and there was no damage to the cargo and but little to the salt which was stored in the two holds between decks.

HEFFERNANS REPAIR THE STEAMER FERNDALE

Seattle Firm Gets Contract for Overhauling the British Steam Freighter

The contractor for the repairs to the British steamer Ferndale, Capt. Fisher, of the Dene Steamship company, which arrived three weeks ago from Guayaquil, where she took fuel from north Japan, has been awarded to the Heffernan shipyards of Seattle, the contract price being about \$7,000, the work to be completed in twelve weeks. Five tenders were received, one from Vancouver being slightly lower than that of the Seattle firm, but the time required for the work was more than twice as long. Owing to the large amount of work in hand at the local yards the Victoria firms were unable to offer to complete the work in as quick time as the Sound or Vancouver yards, the lowest tender stated by local yards being 28 days. The local tenders, too, were slightly higher than that of the Heffernan yards.

The contract was practically settled a few days ago but Capt. Fisher, as representative of the owners was desirous of securing satisfactory bonds and arranged with the Puget Sound shipyards to have the Ferndale repaired at the Dene yards.

Capt. Fisher, head of the Seattle firm, was a passenger from Seattle yesterday morning by the steamer Princess Beatrice, and on his arrival satisfied the master of the Ferndale with regard to the points under discussion, and the steamer will leave for Seattle today.

Capt. Hall, an off-the-shore pilot who came to Seattle first over a quarter of a century ago when his bark, Union, was towed in by the tug Alexander, which is now again to be converted into a steamer, arrived by the steamer Princess Beatrice yesterday morning to pilot the steamer to the Sound.

MISSIONARY STEAMER WILL BE PURCHASED

Morning Star Will Be Operated From Bellingham to Alaskan Ports

The former missionary steamer Morning Star, which was brought to Seattle last December by Capt. A. A. Moore, her managing owner, will probably be taken over by a syndicate composed of Seattle and Eastern men and run from Bellingham to Southeast Alaska.

Henry Whitecomb, of Worcester, Mass., and James A. Moore and L. H. Gray & Co., of Seattle, will be the purasers. The vessel is owned by the American board of foreign missions and

supplies in the Hawaiian Islands and elsewhere. The present vessel was named after the original steamer which served the early mission stations and had an adventurous and romantic career and played an important part in the Christianizing of the mid-Pacific archipelago.

The Morning Star has a capacity of about 450 tons of freight and can carry 120 passengers. She is 120 feet long, 20 feet wide. If the deal goes through, it is practically settled—Capt. Moore will continue as her master. When the papers are signed she will be given an extensive overhauling and the interior of the cabins rearranged and redecorated. An expenditure of about \$15,000 is contemplated. The vessel will be out of dry dock before she is brought to Seattle and her hull is in good shape. She was built in 1900 in Essex, Mass. She is 150 feet long, thirty feet wide and has a depth of ten feet.

paratus is technically known as the "sand hog" and is much used in excavating for foundation for buildings near the water front in New York. It is a huge cylinder which will be fastened in one of the ship's holds, one end at the hatchway and the other at the bottom of the hull. The operator enters from the upper end and the opening through which he enters will be covered. There are two chambers in the cylinder and he must pass through the second door, this opening being also closed after him. His work at the bottom will be to seek any leaks in the hull or tanks and patch them up. The second officer of the Mount Temple was found "grossly culpable" by the court of inquiry held at Halifax, in that he mistook Ironbound light for the light on a vessel, and to this mistake the loss of the vessel was due.

The Allan line will put the new 10,000 ton steamer Hesperian on their Glasgow-Malibay service this summer. The Canadian Dominion line also have a new 14,000 ton steamer building, the Alberta, for their Montreal-Liverpool passenger service, and the Canadian Pacific Steamship Co. has announced the early building of two liners which are to be the largest and fastest in the Canadian trade. The Alberta and a sister ship, the Albany, both on the stocks in the Messrs. Harland and Wolff yard, are to be equipped with a combination of turbine and reciprocating engines—an experiment that will be watched with interest.

The steamer Mlowera on her arrival in Australia after being withdrawn from the Canadian-Australasian route in which she served for 13 years for the New Zealand Shipping company under arrangement with the Canadian-Australasian line, has been purchased by the Union Steamship company, of New Zealand, which operates two of the three steamers in the Canadian-Australasian service. The price paid for the old steamer was \$40,000. She was built by Swan, Hunter and Wigham Richardson in 1892.

Steamer Venture sails April 1st, calling at Bella Coola.

Steamer to the St. Lawrence Route.

St. S. Empress of Ireland..... April 3rd

S. S. Lake Manitoba..... April 11th

S. S. Empress of Britain..... April 17th

S. S. Lake Champlain..... April 25th</

COLLEGE SCHOOL
FOR BOYS

The Laurels, Belcher Street, Victoria, B. C.
Patron and Visitor
The Lord Bishop of Columbia, Head Master
J. W. Loring, Esq., M. A., Oxford, Assisted by R. H. Blues, Esq., B. A., Lennoxville, J. F. Meredith, Esq., B. A. D. E. Ballew, Esq., London University, late Royal Irish Regiment.
Boys are prepared for the Universities of England and Canada, the Royal Navy, R. M. C. Kingston, Canadian Universities. First-class accommodation for boarders. Property of five acres, spacious school buildings, extensive recreation grounds, gymnasium, organized Cadet Corps, Aimed at Strength, Sound Discipline, and Moral Training. The Easter term will commence on Monday, January 6, 1908. Apply Head Master, Phone 62.

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FRUIT FARM
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We are able to offer you today one of the finest young orchard properties near Victoria. It has been planted, cared for, and developed by an expert orchardist, consists of 52 acres, and is in the very pink of condition, and consists of the following fruit trees and kinds:

Apple Trees

300 Duchess of Oldenburg
200 King of Tompkins
30 Bell Boskoops
25 Russets
40 New Town Pippin
50 Red Check Pippin
45 Ribson Pippin
15 Spokane Beauty
50 Plum trees, Early Peach
30 Cherry trees, Olivett
450 Gooseberry Bushes
200 Blackberry Bushes
200 Logberry Bushes
300 Red Currant Bushes
500 Black Currant Bushes
1 acre Raspberry Bushes
1 acre Strawberry Bushes
2½ acres strawberries just planted.

100 Roots Rhubarb.
In addition, individual varieties of odd fruit and peach trees.

Property all tile drained, on good wagon road, four miles from City Hall, good six-room house, stable for 3 animals, buggy room, packing room. Chicken house 12 x 24. Furniture of house, good general purpose horse, rubber tired buggy, two-wheel dogcart, dump cart, plow, harrow, cultivators, spraying plant, and everything about the place exactly as it stands. This is a chance for anyone to go in for fruit growing, as the property will pay for itself right from the start.

Price, as above

\$5,500

Terms \$2,000 Cash balance yearly at 7 per cent

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Cor. Gov't and Fort Sts. (upstairs), over C.P.R. office.

"Twelve Stories of Solid Comfort."

210 Rooms
135 Baths
Absolutely Fireproof
ENGLISH GRILL

Building is of concrete, steel and marble.

Located in the most fashionable shopping district.

Special large sample rooms for display.

Library and bound magazines in reading room.

Our Busses meet all trains and boats.

RATES \$1.00 UP

TETLEY'S TEA

The most delicious drinking tea and the best value on the market.

Hudson's Bay Co.
Distributors

Lever's Y-Z (Wise Head) Disinfectant Soap
Powder is a boon to any home. It disinfects and cleans at the same time.

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SOCIAL AND PERSONAL

Beauchamp Pinder left for Seattle during the week.

Jack Meritt, of Vancouver, was in Victoria for a few days in the early part of the week.

Mrs. Gerald Pike, who has been the guest of her sister, Mrs. Le Sueur, in the Upper Country, has arrived in Victoria, and is now the guest of her mother, Mrs. E. M. Johnstone, Fort Street.

Mr. James Girwood, after spending the winter in the Kamloops district, has returned to Victoria, and is the guest of Mr. and Mrs. Wilmer.

Mr. and Mrs. Alexis Martin, accompanied by Miss Phyllis Mason, leave shortly for Nelson.

Mr. Savage left last Wednesday for Winnipeg.

Gordon Mason, after a three weeks' visit in Victoria, returned to Vancouver last Friday.

Mrs. Cox and child, of Bamfield Creek, are in the city and are the guests of Mrs. Innes.

Dr. and Mrs. Nelson have returned to Victoria after a short holiday spent in Kamloops.

Mrs. Burton, Mrs. Walter Langley and the Misses Coombe, E. Tilton and V. Pooley have left on a golf tour of the Sound cities.

The engagement is announced of Miss Dorothy Bulwer, only daughter of Mr. and Mrs. H. Bulwer, of "Winfirth," Esquimalt, very popular in social circles, and Lieut. Cecil P. Chearnley, of H.M.S. "Egeria."

Arthur Newcombe spent a few days in Victoria during the week.

Mrs. James Henderson and Miss Henderson arrived in Victoria from California last week, where they spent the winter. They were met here by Mr. Henderson, who accompanied them back to Vancouver.

Mr. and Mrs. J. E. McMullen, Vancouver, left for home last Sunday after a pleasant visit spent in Victoria.

C. Gardner Johnson, of Vancouver, spent a few days in this city last week.

Mrs. H. Tye gave a smart little tea, on Monday afternoon, in honor of Mrs. Robin Dunsmuir, who left for England last Tuesday. The drawing room looked sweetly pretty with its masses of various spring blossoms, and the tea table presented a most delightful effect, it being artistically arranged with daffodils and ferns. Among the guests were: Mrs. Robin Dunsmuir, Mrs. Spratt, Mrs. Bodwell, Mrs. Coles, Mrs. Elliot, Mrs. Heyland, Miss Irving, Mrs. Hebron Gillespie, Mrs. Alexander Gillespie, Mrs. Fagan, Miss Pooley, Dr. Fagan, Miss Savage, Miss Little, Miss Mason, Miss Doris Clute and others.

P. R. Fleming returned from Vancouver last Wednesday.

D. C. Reid has left for Vancouver, where he will reside in the future.

Mr. and Mrs. C. H. Hardin, who have been visiting in this city, returned to their home in Vancouver during the week.

Miss K. T. Grey left last Monday for Vancouver, where she intends spending a couple of weeks before her departure for England.

Percy Keefer has been moved from Duncans back to Victoria, again, where he resumes his duties in the Bank of B.N.A.

Mrs. Price returned to Duncans on Friday.

Mr. James Mailland Dougall, Duncans, was in town for a few days during the week.

Mrs. E. H. King returned from Gan-ges Harbor on Saturday.

Miss Annie Robertson, Quamichan, is the guest of Miss Mutter.

Mr. Hogg returned during the week from up the line, where he had been enjoying a few days shooting.

The Bridge Club met at "Aloha," the residence of Mrs. Hickman Tye, on Friday last. The guests were: Mrs. Heyland, Mrs. Rithet, Mrs. W. S. Gore, Mrs. T. S. Gore, Mrs. Matson, Mrs. Coles, Mrs. Blackwood, Mrs. Ken, Mrs. Fagan, Mrs. Irving, Mrs. White Fraser, Miss Miles, Mrs. C. F. Todd, Mrs. J. H. Todd, Mrs. Bodwell, Mrs. Flavelle, Mrs. Gaudin, Mrs. Hermann Robertson, Mrs. Pooley, Mrs. Freeman, Mrs. Tuck, Mrs. Tallow, Mrs. Durand. The prizes were won by Mrs. Tuck, Mrs. Heyland and Mrs. White Fraser. The Misses Blackwood assisted the hostess in looking after the welfare of her guests.

Mrs. Beauchamp Tye was hostess at five hundred on Friday evening last, the affair being given in honor of her sister, Miss Doris Clute. The prizes were won by Miss Blackwood, Mr. McCurdy and Mr. T. King. After cards, light refreshments were served in the dining room, the table being arranged with yellow daffodils and asparagus fern. Dancing was indulged in for a short time before the guests left. Those present were: the Misses Blackwood, Miss Moresby, Miss T. Monteith, Miss Doris Mason, Miss Johnston, Miss Newling, Miss Troup, Miss Corbould, Miss Nora Lugrin, the Misses Monteith, Arbuckle, Walter Brown, Wolfenden, Bullen, Mackay, Gaudin, Dewdney, H. King, McCurdy, T. King and Landry.

Mrs. D. A. Hall, 78 Rock Bay avenue is leaving early in April for Lethbridge, where she will spend two weeks with Dr. and Mrs. West at the R. N. W. Mounted Police barracks. She will then visit her parents Senator and Mrs. T. O. Davis, at Prince Albert, Sask.

James Riley, who several times has served as mayor of Calgary, and is well known in Western Canada, is in the city. Mr. Riley has been quite interested in public affairs, and has on one or two occasions been a candidate for parliamentary honors.

It is understood that J. B. Gillespie, a wealthy farmer of the Indian Head district of Saskatchewan, is to be a candidate for Dominion honors in the new constituency of Salford. This may be of interest to Victorians in

view of the fact that he is quite a heavy owner of realty in Victoria, having in connection with the Hon. W. R. Motherwell, and others, purchased largely in this city, during last summer. Mr. Gillespie is a Liberal.

J. R. Sutherland, who a number of years ago was Dominion land agent at Calgary, is in the city enjoying the weather and looking after his property interests here. He is a brother of Hugh Sutherland, widely known throughout the west as executive agent of the C. N. Ry.

George K. Leeson, of Calgary, is staying at the Dominion hotel. He is one of the old-timers of the Prairie section, who by remaining with the country through good and evil report has amassed an ample sufficiency of the world's goods. As a member of the firm of Scott, Leeson, mail contractors, he had much to do with the carrying of the mails in the unsettled districts of the territories long before the advent of the branch lines of railways.

William Dreher, an hotel proprietor of Regina, has been spending the last few weeks here.

J. R. Green, of Moosejaw, is at the Empress. He, with a number of associates are largely interested in timber limits on Vancouver island.

E. M. Trackell, of Regina, is in the city. He has been in eastern Canada and the middle western States during the last few months, and states that everywhere he heard talk of the possibilities and future of British Columbia in general, and Vancouver island, and in particular, Mr. Trackell purposes coming to Victoria to reside.

C. H. Haswell and wife of Seattle are guests at the Empress hotel. Mr. Haswell is one of the prominent coal operators of the Sound city, handling some of the highest grade coal in the state of Washington.

W. Dean of Cowley, Alta., and H. S. Dean of Duncan are staying at the Dominion hotel.

Charles Graham of Nanaimo is spending a day or two in the city. He is registered at the King Edward hotel.

W. J. Green of Shawnigan Lake is in town. He is staying at the King Edward.

Judge Walker, of Winnipeg, accompanied by his wife, have just returned from Southern California, where they have been spending several months with friends. The judge returned to Winnipeg last Wednesday. Mrs. Walker remains in Victoria for a few weeks, the guests of Lieut.-Col. and Mrs. Codd, 104 Franklin street, where she will renew her acquaintances with many old friends.

H. Fox, of the Victoria Glass Works, returned by the Princess Royal on Friday last after a four months' business trip to Europe.

Miss Foot, who has been spending a week with Miss Gosnell at the Vernon, will shortly leave for a six months' stay in Nelson.

Mrs. J. Auchterlön, who with her little son, was spending a few days in the city, returned to her home in Peninsular Island yesterday morning.

Mr. and Mrs. Arthur Robertson leave on Wednesday for a visit east and expect to be away about eight weeks.

Dr. and Mrs. L. W. Powell's return has been postponed much to the regret of their many friends in Victoria.

Mr. and Mrs. C. H. Arundell have sold their pretty home on St. Charles street, and have decided to reside in the old country. They leave next month.

Mrs. Clarence Cox will be "at home" to her friends in her new home, 806 Linden avenue, on Tuesday next and every third Thursday thereafter.

Miss R. Abilt, who has been making a visit with Mr. and Mrs. W. S. Fraser, left on the Princess Royal this morning en route to St. John's, whence she will sail on the Lake Champlain on her return journey to her home in London, Eng.

G. O. Pierson, who has been making an extended trip through the southern and western states, left this morning via the C.P.R. on his return to Chicago.

Capt. Amesbury, of the Victoria and Vancouver Stevedore company, who has been in the city for a day or two, returned home on this morning's boat.

V. Cronyn, assistant manager of the Bank of Montreal, Vancouver, who has been in the city for a day or two, returned home on this morning's boat.

H. Chapman will leave for Vancouver on tomorrow morning's boat.

R. P. Butchart, of the Vancouver Portland Cement company, will leave tomorrow morning on the Princess Royal, en route to Calgary on a short business trip.

David Spencer and T. Hooper leave tomorrow morning for Vancouver. They will be absent from the city a day or two.

Mrs. Hodgins, who has been spending the past month or two with friends in the city, left this morning on the Princess Royal en route to her home in Killarney, Man.

J. G. Armytage, of Portland, who has been in Vancouver in connection with some timber deals in which he is interested, is in the city en route home.

C. V. Allard left yesterday for Seattle en route to Los Angeles. He will return to his home in Duluth via the southern route.

Ex-Lieutenant-Governor Hon. Edgar Dewdney left this morning on the Princess Royal for Vancouver.

Among the passengers this morning for Vancouver were: J. O'Neill, H. H. Phillips, S. Freeman, Miss Irwin, Mrs. Townsend, R. Hamilton, Mrs. Hogan, Mrs. Hazan, C. M. Simpson, C. W. Clark, Miss Hummel, C. L. Merrill, H. W. O'Connell, R. A. Mather, W. J. Smith, C. V. Jones, A. H. Holland.

Mr. and Miss Ellis of Ashcroft, returned to their home via the Princess Royal this morning.

The little son of Major and Mrs. H. T. Shelton of Vancouver, who is very ill at St. Joseph's hospital, is improving. An operation was performed by Dr. Hall, which was very successful.

Capt. Wallace Langley and his two daughters were passengers from St.

attle by the steamer Princess Beatrice yesterday morning.

J. T. Heffernan, of the Heffernan shipyards at Seattle, arrived by the steamer Princess Beatrice.

G. R. Parfitt was passenger from Vancouver by the steamer Princess Royal yesterday.

E. R. Russell was among the arrivals from Vancouver yesterday.

J. Stuart Yates returned from the mainland yesterday.

J. A. Fullerton, ship's husband of the C. P. R. Steamship company, arrived from Vancouver yesterday on the steamer Princess Royal to meet the R. M. S. Empress of China.

Capt. Robertson, Vancouver pilot, arrived from the mainland yesterday.

J. B. Harstone was among the passengers of the steamer Princess Royal from Vancouver yesterday.

James T. Hewitt, formerly of the Colonist, but now sporting editor of the Vancouver Province, is in the city.

Miss Florence Scott, of Everett hospital Everett, is spending the week with her sister, Mrs. D. P. Ayers, Fort Street, city.

Harold W. Lang, of the Royal Bank of Vancouver, is spending his holidays in Victoria.

Andrew George, George McLeod and H. W. Lang left yesterday for Cowichan where they will spend a few days fishing.

F. A. Thompson, of this city is registered at the Queen's hotel, Victoria.

**NEW PORT OF CALL
FOR ORIENTAL LINERS**

Shawmut Inaugurates Calls by Liners
Plying Here at Yokohama—
Omura to Be Opened

The steamer Shawmut, of the Boston steamship company, was the first of the trans-Pacific liners to inaugurate the calls at the new Japanese port of Yokohama. This port lies between Yokohama and Kobe and has been made a port of call by the Empresses and freighters of the C. P. R. line, by the Blue Funnel and Boston liners, Nippon Yusen Kaisha and other steamers. In fact practically all the trans-Pacific vessels are to make use of the new port. The steamship companies have entered an agreement with regard to freight rates to and from the place.

Yokohama, which was opened to foreign trade at the beginning of March, was the first of all the Japanese towns to Europeanize itself with clusters of factory chimneys, now a common sight at many ports. It lies on Otaru bay and is the outlet for a large-growing district. In the past the port was opened only to steamers with special permits as one of what was known as "Special open ports" for export of rice, wheat, flour, coal, sulphur, etc. It is connected with Yokohama and Kobe by the Tokaido railroad.

Another Japanese port to be opened to foreign steamers at the beginning of April, the ceremony of opening being set for Wednesday, April 1, is Omura, the outlet for the Mikio coal mines where so many prisoners are used for mining coal. Omura lies 100 miles north of Moji.

This Preferred Stock is entitled to an annual dividend of seven per cent, commencing November 1, 1908, but unlimited as to further dividends—i. e., after seven per cent. has been paid upon the Preferred and Common, both stocks thereafter participate equally. There is no reason why this stock should not pay from 30 to 50 per cent. dividends.

We are now rushing the work at Port Mellon, 25 miles from

VICTORIA REAL ESTATE

B.C. LAND & INVESTMENT AGENCY

40 Government Street

LIMITED

Victoria, B.C.

FARMS AND ACREAGE

Quadra St., near city limits, acreage, large proportion cleared. Per acre. \$1,200
 11-3 acres in North End, just outside city limits, all cultivated, Price \$1,150 for all. One-third cash.
 10 acres water frontage, close to Victoria, nicely situated. \$150 per acre.
 \$450 per acre—Acreage, Carey road, near Creamery, partly cultivated. Easy terms.
 \$4,800—89 acres with lake frontage, close to Victoria, good house, barns, etc. portion cleared, nearly all good land, with plenty of good timber.
 5 Acres—Between Oak and Shoal Bays, all cultivated, \$1,200 per acre.
 Acre lots at Shawnigan Lake, suitable for camping and suburban homes. Close to hotel and station. \$250 each. Easy terms.
 \$4,500—Koksilah River—65 acres, 20 cleared, good 6-roomed house, water laid on, close to stores and school.
 \$8,000—20 acres on Cordova Bay, with 1 1/2 story house, orchard of 7 acres, several more acres about to be planted, well water, pretty frontage, excellent view.
 Acreage, Cook street, facing Beacon Hill Park. All A1 land. Easy terms. Per acre. \$1,200
 Fruit Farms—Rockside, the famous Palmer orchard, subdivided 3 to 6 acres. Full particulars at office.
 \$10,000—10 acres, Gordon Head, practically all under cultivation, new cottage and barns, land all laid out in orchard and strawberries, excellent situation.
 160 acres, Highland District, plenty of good timber. Price \$2,000

FIRE INSURANCE WRITTEN—PHOENIX OF LONDON.

HOUSES AND LOTS

\$550—Fort St., corner lot, nicely situated. Terms may be had. This is extremely cheap.
 \$2,000—Modern 6-roomed house and lot, within 5 minutes' walk of centre of the city. Terms easy.
 \$4,000 each—Yates Street, full sized lots close in. This is extremely cheap.
 \$4,000—Fort street, 6-roomed cottage, modern in every respect, with full sized lot. Easy terms.
 \$3,500—Modern cottage, James Bay, lot 140x60; \$700 cash; balance at 7 per cent.
 Three lots and very large dwelling, centrally located, and only five minutes from post office. Will be sold at sacrifice price.
 BARGAIN—Two lots (corner) Work street, opposite machinery Depot. Only \$2,100.
 WATERFRONT, JAMES BAY—Large Modern house, and full sized lot, splendid outlook on Victoria harbor. Only \$5,200, on terms.
 \$4,000—New, modern 7 roomed house, large lot, front and back entrance, close in, best reasons for selling. Terms \$4,500—9 roomed dwelling, Menzies street; very large lot. Easy terms.
 VICTORIA HARBOR WATER FRONTAGE—We are offering some of the choicest deep water frontage in Victoria Inner Harbor, at a very reasonable figure. Must be sold at an early date.

For Fruit and Farming Lands, Call for Printed List.

Only One
of the
Kind

JAMES BAY
CLOSE TO
DALLAS
ROAD

Six-Roomed Dwelling
with all modern conveniences. Basement, large square hall with old fashioned stone fire places. Stone foundation.

This property is within two minutes' walk of the beach and equal distance to car line. For quick sale the owner will accept

\$2700

We will lend a large amount of the (1414) purchase price.

P. R. BROWN, LIMITED
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Phone 1076

1130 BROAD STREET

P. O. Box 428

Low Priced House and a Country Home

McCaskill Street

Six Roomed House, Lot 50x120
Handy to car

\$975

\$375 DOWN

\$10 MONTHLY

Mount Tolmie

Four-Roomed House with 5 7-10 acres, 260 fruit trees

\$4600

EASY TERMS ARRANGED

Good house and two acres Vancouver to trade for Victoria property, value \$4,500

Pemberton & Son - - - **625 Fort Street**

Snaps in Homes

CROFT STREET—6-room house in splendid condition. Lot 40 x 106. Sewer and electric light. Enamelled bath. \$2,300. Terms \$500.00 cash. Balance to be arranged.

ST. CHARLES STREET—7-room house, brick foundation, basement, electric light, sewer and gas, lot 55 x 131, lawn, shrubbery and shade trees, motor garage, with side entrance. \$4,750.00. Terms arranged.

MILNE STREET—6-room house in good order. Sewer. Extra large lot. Garden and chicken houses. \$2,400. Terms

OSWEGO STREET—6-room cottage, sewer and electric light, lot 130 x 60. Eleven fruit trees. Close to car. \$3,200. Terms.

PROSPECT LAKE—Four-room summer cottage, on lake shore, dining room 27 feet long, 2 bedrooms large kitchen. The whole place newly painted and in first-rate order. House fully furnished. Good boat house and stable. Good boat. Two and a half acres of land, with frontage on two lovely bays. Owner will sacrifice for \$2,500.00.

Must be
Sold

New Seven
Room
Bungalow

Situated in James Bay district. All latest and most modern improvements. Large basement.

Splendid Lot
80x135

Fruit trees, garden in good condition. The property is placed in our hands at a bargain to secure a quick sale.

The price is extremely low and terms are easy.

GRANT & LINEHAM

Telephone 664

2, VIEW STREET

P.O. Box 307

Money to Loan. Fire Insurance Written.

Phone 1092

BOND & CLARK

614 Trounce Avenue, Victoria, B.C.

P.O. Box 336

**This Beats
Paying Rent**

This will interest you if you are paying rent—A Five-roomed bungalow now being built, hall, parlor 13x14, dining room 13x19, good-sized kitchen and pantry, two large bedrooms and bath. First class plumbing throughout; best of material and workmanship. This house on large lot can be had

On Easy Terms for \$2500

We will guarantee cement walk and macadamized street.

GRAY, HAMILTON, DONALD & JOHNSTON, LIMITED, 63 YATES ST.

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VICTORIA

WINNIPEG

REGINA

TELEPHONE 668

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TELEPHONE 1424

Provincial Managers for the London Life Insurance Co.
of London, Canada.

POST OFFICE BOX 787

C. W. BLACKSTOCK & CO.

632 Yates St. REAL ESTATE, FINANCIAL AND LOAN AGENTS Victoria, B.C.

Now you should embrace the opportunity to invest. Why? Because Prices are Low and Terms arranged to suit you. BELVEDERE PLACE will have new streets and sidewalks. Buy before the improvements are made and your investment is assured.

BELVEDERE PLACE

We will exchange Victoria Lots for prairie property. Forget not that we are selling the COPPERHEAD MINING CO. STOCK. The history of this mine reads like a romance. Call or write for our prospectus

McPherson & Fullerton Bros.

6 Broughton Street. Phone 1458

Office Recently Occupied by E. M. Johnson

To Rent—One furnished Bungalow, Rockland avenue, telephone and water	\$45.00
To Rent—One 7-roomed new house	\$30.00
One Lot, near High School, No. 31, south Rudlin	\$600
One Lot, Baronet street, near two car lines	\$500
Three Lots, Phoenix street, for	\$750
One 6-roomed House, modern, new	\$3,500
One 6-roomed House, modern, new	\$2,400
One 6-roomed House, modern, new	\$2,750

McPherson & Fullerton Bros.

6 Broughton Street. Phone 1458

ALBERNI.—80 acres near town, on Nanaimo Road. \$45 per acre. Easy terms.
ALBERNI.—150 acres, bordering the new Railway. \$50 per acre. Easy terms. Will cut up well.

VICTORIA.—Linden Avenue. Well situated, 60 x 120. Lots \$1500 each.

VIEW STREET.—10-room House, Barn and Stable and 4 Lots. \$6,500.

We have a 12-room House and 2 1/2 acres that can be cut up to great advantage, Price, \$8,500. For particulars see

E. A. HARRIS & CO.

35 FORT STREET.

MONEY TO LOAN.

PHONE 697

\$1500 Cash

will secure four houses, in good repair, modern, and centrally located—present monthly rentals amount to \$78. Total price is \$7,500—deferred payments can be arranged to suit.

This is one of the best investments on the market.

\$1400 Only

for a cosy little cottage and full size lot in James Bay. There are a dozen good fruit bearing trees, besides a good garden and many small berry bushes. For a cheap little home this is your opportunity. See us about it.

Western Finance Co.

Phone 1062.

LIMITED.

1238 Gov't St.

Telephone 65

Real Estate, Fire, Life and Marine Insurance

R. S. DAY & B. BOGGS

ESTABLISHED 1890

F FARMS

To those persons desirous of selecting fruit land or farms on Vancouver Island, we would suggest the importance of dealing only with agents of standing and experience. It has taken years of incessant work to place us in our present position as the largest handlers of rural and suburban properties on Vancouver Island. Our "Home List" has now become such a well known medium for the guidance of intending settlers that all the most desirable farming and fruit lands open for purchase are found therein.

HOME LIST IS SENT FREE ON
APPLICATION

620 Fort Street

TELEPHONE 30

Victoria, B.C.

New House

This comfortable home is worth at least \$3,300 net to the owner. It has 7 rooms and usual offices, and not more than three minutes walk from high school, and Fort Street car line. The owner wants money and prefers to sell this beautiful home at cost rather than ask accommodation. He instructs us to let it go at

\$2,800

Nearly every special bargain we have advertised of late has been immediately picked up, and it will be so in this case.

LATIMER & NEY

16 Trounce Avenue

Phone 1246

FOR SALE

Modern Seven Roomed House, overlooking Beacon Hill Park, Basement, Electric Light, etc. Good Garden. This property fronts on Beacon Hill and has an uninterrupted view of same.

ALSO

A few Pacific Whaling Co.'s shares, both Preferred and Common. Last year this company paid 23 per cent. and 16 per cent. on Common Stock, and this year 25 per cent. on Preferred and 18 per cent. on Common.

For Rent, 6 roomed Brick House, Springfield Avenue. Bath, sewer, electric light.

J. MUSGRAVE

Telephone 922 Cor. Broad and Trounce Ave.

731 Fort Street

HOWARD POTTS

Phone 1192

SEVEN ROOMED HOUSE, and two full-sized lots, small stable and poultry house, close to car, easy terms, price

\$2,100

EIGHT ROOMED HOUSE, and one acre of land, close in, stabling for four horses, chicken house and sheds, all in thorough order. 50 fruit trees, all bearing, and varieties of small berries. Excellent soil. Half cash, balance to arrange. Price

\$4,000

EIGHT ROOMED HOUSE, and four full-sized lots, stables, chicken houses and fruit trees. In good district and close to car line. Half cash, balance to arrange. Price \$5,000

WE Have Had Several Offers for These Lots But Not Quite High Enough. They Are Cheap at This Price.

9 Large Lots, Kings Road Only \$300 Each

adjoining lots have sold at \$450 and \$500 each. Do not overlook this snap. See Our Windows For Several Other Bargains.

Phone
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THE GRIFFITH COMPANY

1240 Government St.

BRICK DWELLING—Containing Six Rooms, with half-acre garden and fine fruit trees—peach, pear, apple, etc. - Price Only \$3,000
Easy terms given. For particulars apply to

MATSON & COLES

P.O. Box 167

23-25 Broad Street

Retiring from Business

Messrs. Williams & Janion

Duly Instructed by

S. A. STODDART

Who is Retiring from Business, will commence to dispose of the whole of his

Valuable Stock of Jewellery

At His Store

653 (Late 73) Yates St.

on

SATURDAY AFTERNOON
MARCH 28th AT 2:30
SHARP

Continuing in the Evening at 8 o'clock.

The Auctioneer, Stewart Williams

Messrs Williams & Janion

AUCTIONEERS AND COMMISSION AGENTS

Have For Sale Privately

TWO GOOD OLD ENGLISH GRANDFATHER'S CLOCKS

Messrs Williams & Janion

Duly Instructed by Mrs. Chick, who is leaving for Europe, will sell by

Public Auction
On Tuesday March 31st
At 2:30

At her residence

1704 Richmond Ave.

A Quantity of

Solid Silver, Plated-ware, Linen Etc.

Including: Solid Silver Tea and Coffee Service (Queen Anne style), Silver Cigarette Case, Silver Sets of Mufflers, Silver Salt Cellars, 1 dozen Silver Jubilee Teaspoons, Silver Bread Fork, Sugar Tong and Serviette Rings, 2 Doulton Jugs, 1 Silver Flower Vase, 5 Silver Fluted Flower-Vases, 1 pair Silver-mounted Cut Glass Wine Decanters, 2 Silver Carvers, 2 Sets of Cutlery, 1 dozen Dinner and Dessert Knives, Electro-plated Soup Ladle, 2 Gravy Spoons, 1 dozen each Table, Dessert and Tea Spoons, Salt Spoons, Saucers, Ladies, 1 dozen Electro-plated Dinner and Dessert Forks, 1 case Fish Carvers, 2 Sheffield-plated Decanter Stand, 100 Electro-plated Cutlery, 2 Blown and Hand-painted Pandalabra (very fine); 2 Entree Dishes, 2 Teaspoon Racks, very old Blue and White Stafford Hot Water Jug, 7 Bottled Cruet cut glass, (very fine); 1 dozen Fruit Knives and Forks, case of 1 dozen Fish Knives and Forks, Tantalus, Fruit Stand, with cranberry and sugar, 100 Pairs of Hand Ivory, Lady's Card Case, one Carved Ivory and Ebony Box (very fine); Singer's Hand Sewing Machine, 5 Bohemian Glasses, 2 Cups and Saucers (old); Double-barrelled 12-bore Gun, by Greener; Rook Rifle by Greener; Sporting Rifle, by Grant; 5 pieces Knives, Ware Ornament, 1000 Thread, 10 Quills, 7 pairs of Blankets, a quantity of Fine Household Linen, a very fine Black Ostrich Feather Fan (20 feathers) mounted in tortoiseshell and other goods, too numerous to mention.

On view the morning of the sale.
The Auctioneer, Stewart Williams

Messrs Williams & Janion

Duly Instructed by the Administratrix of the Estate of the late Charles Freedman, will sell by

Public Auction
AT 1402 STANLEY AVENUE

On Monday March 30th

At 2 p. m. Sharp.

The whole of the

Furniture and Effects

Now in the house.

Comprising Handsome Upright Grand Piano, by Gerhard-Helzendorff; Mahogany Music Cabinet, Mahogany Music Stool, Mahogany Music Table, Mahogany Stick Stand, Mission Room Chair, Mission Stool, Mission Lounge, very handsome Brass and Iron Bed, spring and horsehair mattress, large Oak Bureau, with big plate glass mirror; Oak Table, Oak Chiffonier, Box Ottoman, first class Range, Gas Stove, Refrigerator, Cooking Utensils (nearly new); very good Linoleum, Mission H. Rack, 4' width, 10x10, 12x18, 12x9 and about 12 yards in the hall; Hose, Mowing Machine, Heaters, Gas Heaters, Blankets, etc., etc. One Bay Golding, 15.2 high, 8 years old, sound, quiet to ride or drive. On view morning of sale at 10 o'clock.

The Auctioneer, Stewart Williams

Mainland News

PROTEST AGAINST COASTING PRIVILEGE

The Vancouver Board of Trade Passes Strong Resolution on Subject

Vancouver, March 28.—At a meeting of the local board of trade last night the question of the coasting regulations was taken up.

Mr. Tisdall moved the following resolution:

"Whereas, in the Dominion statutes, chapter (7) 2, Edward VII., of May 15, 1902, intituled 'An act respecting the coasting trade of Canada,' and in clause 3 thereof, it is provided that 'no goods or passengers shall be carried by water from one port in Canada to another except in British ships.'

"Whereas, it has been ruled by the commissioner of customs, in his letter to this board of trade (No. 33699, of December 3, 1907) that the foregoing clause does not prohibit the carrying by water of such Canadian goods in transit from one port in Canada to another by a foreign vessel from a foreign port to another.

"Whereas, in the Inter-Canadian Navigation Act of February 17, 1898, it is provided as follows: 'Be it resolved by the Senate and House of Representatives of the United States of America, in Congress assembled, that no merchandise shall be transported by water under penalty of forfeiture thereof from one port of the United States to another port of the United States, either directly or via a foreign port, or for any part of the voyage, in any other vessel than a vessel of the United States';

Whereas, the discrepancy in these acts results most unfavorably for the owners of British vessels, and

"Whereas, in the opinion of this board the Inter-Canadian carriage of goods by water should be preserved for British vessels;

"Be it resolved, That the Dominion government be, and is hereby petitioned to amend clause 3, chapter 7, 2 Edward VII., 1902, so to provide that no goods shall be carried by water from one port or place of Canada to another port or place of Canada, either directly or via a foreign port or for any part of the voyage, except in British ships."

Mr. Tisdall said this matter had been made more acute by the fact that some millions of money were shortly to be spent in the North, and as the people

were already preparing for this trade.

Mr. Hackett said that in Seattle they were already preparing for this trade. He was there only last week and he saw a large vessel which he was told was being built for the Prince Rupert business.

The resolution passed unanimously.

It was resolved that the matter of following out the details of the resolution be left in the hands of the council.

of Canada were to contribute 80 or 90 per cent of the cost, it was only right that the money should be spent among ourselves, and as far as possible all goods needed by the Grand Trunk Pacific in its construction work in the North should be routed over Canadian railways and shipped through Canadian ports.

Mr. William Godfrey seconded the motion.

Mr. Woodward said this was too large a question to be dealt with locally, since it affected the whole Dominion. We might think ours the best part of Canada, but take the wheat to be carried from Manitoba and the territories across the Great Lakes. Suppose there were not enough Canadian railways to transport it, would it not have to be idle unless it could be moved by American vessels?

Mr. Alexander said American vessels were already prohibited from carrying Canadian goods from one Canadian port to another.

Mr. McLennan said they were only asking for Canadian vessels the protection which the Americans gave to theirs. There was a time, perhaps, when there were not sufficient Canadian vessels for the trade, but that was certainly not the case now.

Mr. Stone said that when they looked at Seattle, and saw the benefits it had derived from the Yukon trade, they could see how important it was that if a great trade was to be built up in the North it should go through Vancouver.

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were already preparing for this trade.

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The resolution passed unanimously.

It was resolved that the matter of following out the details of the resolution be left in the hands of the council.

Increased Salaries.

Vancouver, March 28.—The city council has increased the city solicitor's salary to \$5,000, and the comptroller's to \$3,500 per annum.

Insurance Men's Request.

Vancouver, March 23.—Insurance expert Robert Howe has presented a report sharply criticizing the present water supply for fire purposes, and asking for two fire boats, one for the inlet and one for False creek.

BONDS TIMBER LANDS

Contractor McArthur Gets Option on Fifty Square Miles in Kitamaat Valley

Vancouver, March 28.—J. D. McArthur, contractor, of Winnipeg, has bonded fifty square miles of timber lands in the Kitamaat valley from J. McKeeran, of Vancouver, for quarter of a million dollars.

Avoid Secret Stomach Remedies

Because Most of Them Contain Dangerous Ingredients, Which Produce the Drug Habit.

Thousands of people, having dyspepsia or stomach troubles in some form, continually "dope" themselves with all sorts of secret tonics, drugs, pills, cathartics, etc., which not only inflame and irritate the stomach and intestines, but in many cases cause the opium, morphine and cocaine habits.

You have a right and should demand to know what any medicine contains before you take it, unless it is put up or recommended by some reputable physician. Fakes and quacks will put most anything into their secret preparations, to make you like their useless stuff so as to want more of it, until it makes you the victim of a drug habit, which will ruin your health a short time.

Stuart's Dyspepsia Tablets are not a secret remedy, they do not contain injurious drugs, and they are recommended by thousands of physicians in the United States and Canada to their patients for dyspepsia, catarrh of the stomach and all other stomach troubles resulting from improper digestion of food.

These wonderful tablets actually digest food because they contain the very elements that are required of a healthy stomach to properly digest food, thus acting as a substitute and giving the overworked digestive organs a rest and a chance to regain their former health, strength and vigor.

Stuart's Dyspepsia Tablets contain fruit and vegetable essences, the pure concentrated tincture of hydrastis, and golden seal, which tone up and strengthen the mucous coats of the stomach and increase the flow of gastric and other digestive juices; lactose (extracted from milk); nux vomica; to strengthen the nerves controlling the action of the stomach; bismuth, to absorb gases and prevent fermentation, and pure aseptic papain (gov. test) of the highest digestive power. All these are scientifically incorporated in these tablets or lozenges and constitute a complete, natural, speedy cure for any stomach trouble.

Stuart's Dyspepsia Tablets are sold in large fifty-cent boxes, by all druggists.

Write us for a free sample package. This sample alone will give you sufficient relief to convince you. Address F. A. Stuart Co., 150 Stuart Bldg., Marshall, Mich.

FOR SALE—7 claims of yellow cedar and silver fir. A good buy.

22 SECTIONS TIMBER LAND, on Queen Charlotte Island; immediate purchaser can secure this at a bargain.

Advertise in THE COLONIST

MORESBY ISLAND CLAIMS ARE BONDED

Leckie Group and Swede Group Reported to Be Under Option

Vancouver, March 27.—The Tyee smelter has taken an option on the Leckie group of claims on Moresby Island.

On the steamer Amur, which returned a few days ago from the Queen Charlotte Islands and northern ports, Mr. Parker, formerly manager of the Brown-Alaska smelter in Alaska, went to look over the Leckie group of eight claims on Collinson bay for the Tyee smelter, and it was believed at Jedway the Tyee company would take the bond of \$150,000 on the property, which is considered a good one. Trettheway had the claims bonded for \$150,000, but when the second payment came due he abandoned the property for some reason. Under his management a tunnel of 150 feet in length was driven.

Mr. Parker landed from the steamer Amur and had not made his examination of the mines before the steamer left. He is expected to reach the city by the steamer Amur on her next trip south.

The Leckie group are on the waterfront at Collinson bay, and are about two and a half miles distant from the rich Ikeda-Awaya company's property on Ikeda bay as the crow flies in a line over the hills.

It is reported that Capt. John Irving, who is largely interested in copper properties in the White Horse district of the upper Yukon, and G. W. Fraser, of Victoria, have taken an option for \$100,000 on the Swede group at Collinson bay.

Death of Clarence Kennedy.

New Westminster, March 28.—After an illness extending from early in February, Clarence George Kennedy, son of J. B. Kennedy, M.P., passed away yesterday morning in the hospital.

Until a day before his death it was believed that the young man would pull through, and although he remained unconscious day after day, his relatives were hopeful of his recovery.

For the past four weeks Mr. Kennedy, called from the session of the House of Commons, remained at the bedside of his son, and last Thursday Mrs. Kennedy came to Vernon, remaining there until the end. The late Clarence Kennedy was 26 years of age and born in this city, where he obtained his early training.

He went to Vernon on a quest for health on the ranches of the highlands of the Okanagan. The remains will, it is expected, arrive here tomorrow and the funeral will take place on Monday.

**OLD RAPID TRANSIT
ON VANCOUVER RUN**

Is Taking Place of the Waialale on the Seattle-Mainland Route

The steamer Rapid Transit, which is taking the run of the Waialale for a week or ten days in the Seattle-Vancouver run, is one of the old time vessels of the Pacific coast. No one can accuse her of being beautiful, but she is decidedly useful as Vancouver shippers have discovered, for she cleaned up a whole lot of freight which was on the wharf.

About nineteen years ago when the Rapid Transit was a comparatively new vessel, she was burned to the water's edge in Seattle Harbor, all because of a gallant rescue attempted by the Islander.

The Transit was tied up at one of the wharves when an alarm of fire was turned on. Everything was in a state of confusion when in steamed the Islander. Hearing the cries of fire and seeing the excitement on the Rapid Transit, the Islander steamed alongside, quickly coupled up the hose, and was pumping a steady stream of water into the freighter in record time.

Strange to say this did not have any effect except to make the smoke and fumes worse, and then some genius remembered that the Rapid Transit had a cargo of lime in her holds, and that the water was turning the lime into combustible material. It was too late to rectify the mistake, and commence throwing the lime overboard, and the Rapid Transit was gutted to the water's edge, all the deckhouses and upper works being destroyed.

Since then the steamer has been playing the waters of the Sound regularly, and has proved a very useful craft this week.

Boycott Japan.

Melbourne, March 27.—A Chinese boycott of Japanese on account of the Tatsu martyrs incident has been widely taken up by the Chinese merchants throughout Australia. At a meeting in Sydney in support of the boycott movement it was decided to patronize the new line of steamers which is being formed for trading between China, Australia and the United States.

**BRITISH COLUMBIA
LACROSSE ASSOCIATION**

(Continued from Page Two)

cover clubs had reached the crossroads. They could put a strong professional team in the field, but the chances were that their amateur team would be a weak one. If some of the teams kept on as they had been doing in the past the Vancouver team would have to adopt another and similar plan themselves.

Mr. Martin said that there should be a distinct line drawn. It should be either amateur or professional. The various clubs should be compelled to give a strict account of the funds, as called for in the constitution. He was decided in thinking that there should be no middle course.

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Mr. Barr remarked that unless some understanding was arrived at Vancouver would take similar steps to secure players.

Mr. Gray stated that the New Westminster team was a purely amateur one, and a proof of this was the fact

The undersigned begs most respectfully to inform

The, Nobility, Gentry and Inhabitants, Generally,

of Victoria and its vicinity

that he will open on April 1st an establishment for

High-Class Ladies' Tailoring

ALL EYES CENTRED ON ALBERNI

Now That the Extension of the E. N. Railway from Wellington to Alberni is Being Prosecuted With all Speed

ALBERNI as a Railway Terminus has many great advantages, some of the finest timber on the Island is to be found there.

Capt. Walbran says:

"I have always thought most highly of Alberni as an ocean port"

The land in this Subdivision is all desirable building property entirely free from rock, hills or gulches.

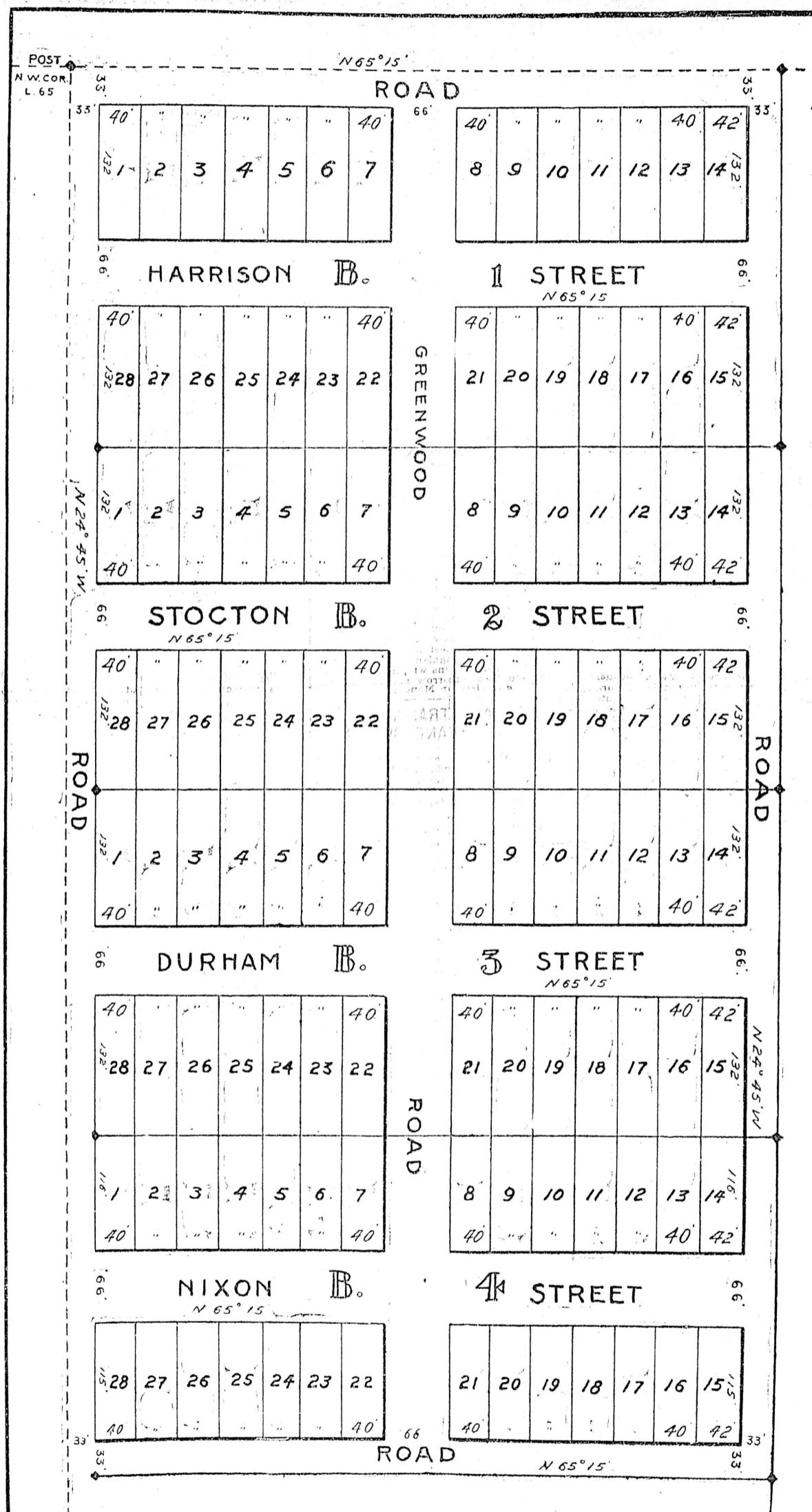
Only a few yards distant from the railway track, and close to the main road.

Corner Lots

**\$10 Down and \$5
Per Month**

Places You on "The Ground Floor" in Alberni

Do it Now!



YOU may not be in a position to buy large tracts of land or acreage in Alberni, but you most certainly can avail yourself of this opportunity to secure a lot or two at this terminal point of the Canadian Pacific Railway.

Particulars as the price and terms are within your reach, no matter how limited your income. Start now. This may be "Fortune knocking at your door."

Inside Lots

\$25

**\$10 Down and \$5
Per Month**

Places You on "The Ground Floor" in Alberni

Do it Now!

614 Trounce Ave.

BOND & CLARK

614 Trounce Ave.

Music and Drama

The Black Crook

Seldom if ever in the past forty years has there been a production, either musical, dramatic or spectacular, that has continued to interest the average theatre-goer as much as the famous "Black Crook," which is announced to appear at the Victoria theatre tomorrow evening. When the first production of this spectacle was presented at Niblo's Garden in New York City back in the sixties it created a veritable furor. No such extraordinary production had ever been attempted, and old New Yorkers, even today, claim it still surpasses latter-day extravaganzas but for some reasons it was shelved and it remained for Messrs. Miller and Plohn to reproduce and bring it before the public as an entirely new attraction. The comedy vein which runs through the play is pleasing and entertaining, not only to the staid old-timers, but to the little folks, who enjoy immensely



WALTER E. PERKINS
In "The Man From Macy's," At The New Grand

The New Grand

Record business is expected with the big bill of all-star acts arranged for the coming week at the New Grand. Topping the bill will be seen Walter E. Perkins, date star of the "My Friend From India" company, assisted by Charles Maynard and Marcia Mitchell, in "The Man From Macy's" said to be one of the biggest hits in vaudeville. Frederick Hallen and Molly Fuller, assisted by W. J. Crowley, will present the latest one-act comedy sketch by Geo. M. Cohen, entitled "Election Bells." This has been a big success everywhere and could easily be extended to three acts without losing any of its comedy. At the same time, its triplefold form, it is said to be complete in every detail. Frederick Fuller as Philip Plummer, and Molly Fuller as Mrs. Plummer, keep the audience in constant laughter at their interpretation of the clever lines, and Mrs. Crowley as Fotts, does not permit a single opportunity to pass him unnoticed. The two Roses are a team of dainty young ladies who have a clever musical act which includes solos and duets on violin and 'cello, and also good vocal selections. Mlle. Andrietta is a vocalist of reputation, and Harry Cantor and Alice Curtis are clever dancers. Thos. J. Price will have a new illustrated song entitled "When It's Moonlight Mary Darling." New moving pictures will illustrate the great dramatic success "Ben Hur" and the orchestra will play the beautiful descriptive overture "The Chapel in the Mountains."

Pantages Theatre

The attractions booked for the coming week at the Johnston street theatre are all headliners, and the pattern looks forward to one of the best shows seen at this house. Murphy and Willard head the bill in a comedy creation of their own entitled "The Phrenologist," which abounds in the most amusing situations. Mr. Murphy has an infinite style and is splendidly supported by Miss Willard, whose costumes are reputed to be dreams of the Parisian art. Miles and Rickard, the fashion plate singing and dancing

DEPRESSION IN THE SPRING.

Its Cause Is Explained by a Physician.

When asked why tiredness and languor is so prevalent in the spring, Dr. Hamilton explained that the cold of winter drives blood from the surface of the body to the liver. Normally one fourth of the whole blood supply is in the liver and when more blood is accumulated in that organ everything goes wrong. No better remedy exists than Dr. Hamilton's Pills, which are composed of such vegetable extracts as Mandrake and Butternut, which are well known for their liver-stimulating effect. By clearing the system of all poisons, by toning up the blood, and regulating the circulation, Dr. Hamilton's Pills quickly dispel feelings of tiredness, lack of spirit, poor appetite, nervous and sick headache. "When I was so despondent and lacking in spirit, when I felt so run down as to be useless last spring, I used Dr. Hamilton's Pills," writes M. V. Macdonal, of Hamilton. "I felt better at once—the yellow left my cheeks, appetite improved, strength returned. No medicine ever did me such a world of good." Everyone can use Dr. Hamilton's Pills with safety and benefit, 25¢ per box, all dealers.

Damrosch Orchestra

No musical event of the year will approach in importance the appearance in Victoria before the end of the sea-

son of the famous New York Symphony Orchestra, under the direction of Mr. Walter Damrosch. Although only forty-four years old, Mr. Damrosch has been spreading the gospel of music in America for over twenty years. His hobby may be summed up as an extraordinarily successful effort to make high class music popular. He has been conspicuous in symphony, oratorio and opera. Probably no other conductor has done so much to popularize the works of Richard Wagner in America. A son of the distinguished musician, Dr. Leopold Damrosch, the New York Symphony's leader was born in Breslau, Germany, but came to this country when a boy. At the age of twenty-three, he was elected conductor to Edmund Stanton of the Metropolitan opera house. In 1902, Mr. Damrosch became conductor of the Philharmonic orchestra, and a year later reorganized the New York Symphony, which since has received his entire attention and energy.

Arcade Theatre

The feature of next week's bill is "Drama in Seville," which includes a Spanish bull fight in which a torero is killed. "Coller Herring" is a splendid marine picture. A good hearted maiden ministering to the poor is seen in "The Best Little Girl in the World," "Spanish Post Cards" is a beautiful picture, showing cards with the figures in action. For the little ones there is provided "I'll Dance the Cake-Walk," in which the victim is compelled to dance under many ridiculous circumstances. The illustrated songs are "Brother Noah Gave Out Checks for Rain," and "When the Children Will Be Given as usual. Whip-Poor-Will sings Marguerite." The Saturday afternoon matinee for

LETTERS TO EDITOR

Letter From a Motorist.

Sir—I respond to your article in today's issue on motors and highways. I do not think on the whole motorists would object to a further small tax on cars for the up-keep of roads in and around Victoria if really necessary. But we already pay \$5.50 per car annually in licenses, which might very well be

put to the above use. As we all know, motors have come to stay and in time there will be quite a big sum derived from that source and I am not aware of any call on the city authorities erected by motorists to which these fees are already put.

With regard to the question of speed limit, your statement—that countries where motors are largely in use have established such a limit, is not quite correct, in its meaning. A limit is, in fact, admitted in Great Britain, but the act enacting this law does not say the number of motors was anything like what it is now and before any real experience in handling this traffic was really at hand. This act has already expired once, but has been put into force again, and I think it is either this or next year when a new one will be passed which will be entirely different, and I shall be very surprised if there is any definite limit for speed in it.

The limit is not more than twenty miles per hour, subject to each and every town and county council, who can make it anything less than that. Some make it eight miles per hour, some make it ten, and some fifteen, and eventually summons any driver whom they thought was driving at a speed dangerous to the public even if it were only two miles per hour. With this result that in 1906 there were more cars registered in London than in the whole of France, and by the end of 1907, there were less accidents and less summonses in proportion to any other town or country, which consider the enormous foot and vehicle traffic, and awkward corners, side-streets, etc. In London, as in every other city, the police have to constantly

put to the above use. As we all know, motors have come to stay and in time there will be quite a big sum derived from that source and I am not aware of any call on the city authorities erected by motorists to which these fees are already put.

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appears which tends to confirm Mr. Cotsworth's theory in so far as it pertains to the American continent. The writer of the article draws conclusions which point to similarities in the Western American and European climates and to similarities in the Eastern American and Asiatic (especially Chinese) climates. He claims for Gray, a United States geologist, the priority of an hypothesis which he thinks accounts for the distribution of Eastern American and Japanese flora.

I am not writing in a mood of carping opposition to Mr. Cotsworth's hypothesis, in a spirit of inquiry and not even in the mood to say that what I have here written invalidates his theory in so far as it relates to an increase in European temperature.

J. S. FERGUSON.

As to Dogs.

Sir—While citizens in general, and educated industrious individuals in particular, are dreaming fondly of "Our City Beautiful," a question should be called to facts of every-day and common-place importance.

To be sure our city needs beautifying and improving by artful device; still to rid the city of certain offensive and deterring conditions would be a first principle in the great cleansing campaign.

A ravaging pest overruns Victoria in a manner that is not tolerated in many other cities. I speak of the unlimited freedom allowed dogs. Now, I have no particular grudge against the dog; but

to matter what pedigree stands behind a dog, just as soon as the canine is offensive, it relaxes its hold upon our symmetry, comfort and becomes public nuisance.

We find dogs running at large in our streets, sometimes

they stop in droves on our sidewalks, panting, steaming, filthy and foul. They cause a scene suggestive of a pigsty rather than a front street. Everywhere

one may see marks and scars in the city's streets and cleanliness resulting from the unclean, callous, animal.

Not only in the street alone is the dog seen in its darkest colors. A man from

a city moves into our town, he sees no

need for a high-board front fence, charac

teristic of the rustic wilds; but, ah,

soon realizes that the citizens of Victoria in their conservative and na

tionalistic attitude are quite serious in their thoughts.

A fence of no mean proportions is necessary to keep out the destroyer. Without the barrier a man in

variably finds that the vandalizing

beasts have played in the fairy rings of his garden, and left only ruin and des

olation. But, public highways and per

sonal lawns are neglected and destroyed

by the plague. People such as the

original Indian or retired tiller of the

soil have, for huskies or collies a love

that will not die. If such must have

his dog, let him keep it at home, if not,

let him move his home. The average

responsible citizen may have a watch

dog for his own keeping at home. The

dog-fancier, as in other places, should

have his dog ranch.

Victoria is noted, we hear, in dogdom. Well, let the kennels flourish, but let the citizens at least preserve the culture or breeding, that prevents infringement on public welfare. Let Victoria keep her dogs, as well as her children, away from public places where they become annoyances.

Possibly the press, probably the al-

dermanic council could deal effectively with this serious problem. Increased taxation or the appointment of depu

ty-pound keepers, either one or both

methods might alleviate the trouble.

Then with a normal condition of the

city, we could turn our attention with

renewed vigor and interest to "Victoria la belle," and the dog show.

O. E. FINCH.

Mr. Kipling's First Letter.

Sir—Thank you very much for your editorial of Sunday last, and I hope you will print this letter in your next Sunday issue:

It gives us Canadians that "creep" when we are expected to swallow too much fulsome and transparent flattery by Mr. Kipling or any other distinguished personage whose primary object is to tickle dollars out of the Yankees.

Your incisive writing brought vividly before me a little "dispute" I saw one time between a magnificent Clyde

that seemed to "fancy himself" considerably and a small highly-bred race

horse, a brother Noah, who had

put to the above use. As we all know,

motors have come to stay and in time

there will be quite a big sum derived

from that source and I am not aware

of any call on the city authorities

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really at hand. This act has already

expired once, but has been put into

force again, and I think it is either

this or next year when a new one will

be passed which will be entirely dif

ferent.

W. PRICE OWEN.

The North Pole Moving.

Sir—I have read in today's Colonist the interesting report of Mr. M. B. Cotsworth's theory of the shifting of the north pole. The report says "The result is that North America and Europe are getting warmer." Mr. Cotsworth says that he is able to trace the results of this movement during the past five thousand years and draws some interesting conclusions as to the consequent effect on the nations of history. In the first place, he says that the world's movement has been Europe getting warmer, one would think that England would participate in the increase of temperature. Some writers

hold the view that England's climate has been cooling down. Professor Melville John says "The Geography on the Comparative Method" says "England has been cooling down during the last few hundred years. At Hatfield, Lord Salis

bury's house, near London, the gardens used (in the 17th century) to grow 1400 standard vines in the open air; there is now not one. Many towns in the south have the word "Vineyard" in their names, but they are now gone. The vines are now except on a southern wall or under glass." In his "Principles of Agriculture" and also in his "Science of Agricultural Practice," Professor Tanner uses words which imply that it is colder in England now than it was in the past. At Ayton, an eighteenth century man, strongly held that Britain was then in the time of the Roman occupation. But Ayton's opinion was formed somewhat on the fact that it is colder now than it was in the time of the Roman occupation. But Ayton's opinion was formed somewhat on the fact that it is colder now than it was in the time of the Roman occupation. But Ayton's opinion was formed somewhat on the fact that it is colder now than it was in the time of the Roman occupation.

Anyway Chicago is too suggestive a place to propound or comment upon any theory involving wholesale slaughter of any description. These two instances clearly demonstrate that brilliant, fa

gentlemen are always liable to bray unless there is a sufficient antidote of common sense in evidence.

F. T. LLOYD.

The Council and Beach Gravel.

Sir—I have had the opportunity of trying to dispose of some beach gravel at Sidney, B. C., which is owned by the Humber estate, which estate I represent. The reason why I had this opportunity is that the Chinese company, which is the Humber property, is trying to get the Chinese company on the next property, which is the Humber property. Last year, in the month of October, Mr. Topp, city engineer, went out to Sidney and purchased some gravel from a Chinese company and in order to get to the gravel he had to walk through a railway switch built by city workers through three hundred rods of railway line. The Chinese company had to pay \$1.00 for every car of gravel that came off the beach when two-thirds of the gravel had been taken from the Humber property without any payment.

I notified the council on the 29th of October that they were on the Humber property and it was referred to the city engineer for report. Mr. Topp then informed me personally that they would not take any more gravel from the Humber estate. I visited the property and they were there and had been taken in at least 1,000 yards from the property. On the 27th January I reported to the council and this time was referred to streets and bridges committee. I got tired of this way of doing business and ordered a fence across the railway track. Mr. Topp responded that he would not see me at his office. I called, so did Alderman Henderson, of Sidney railway fame. I was asked to give them an offer for gravel. I asked them what they had four months' experience on our property and was advised that they had four months' experience on our property and wanted to take them 16¢ per yard. I agreed to this and took down the fence. The awarding of the contract was left till the next Friday evening, when on the same afternoon Mr. Van Sant notified me in black and white, in a manner that I would not accept, to pay 10¢ per yard on the same afternoon. They put me out of business. Then what does this progressive council do? They got together again, and the

COMMERCIAL AND FINANCIAL

REACTION APPEARS IN STOCK MARKET

Manipulative Forces Find the Pressure Too Strong to Overcome

New York, March 28.—The stock market today showed quite plainly the strain of the attempt to keep up prices which had been persisted in during the present week, in the face of a growing tendency towards reaction, growing out of the disposition to take profits on the considerable advance already achieved since the rise set in. The character of the market was aggravated by an extraordinary speculative demonstration in the curb market, where a new mining stock was introduced after a preliminary flourish of the advertising trumpet which has been going on for several days.

Accusations of manipulative operations on the stock exchange in the last few days with the object of furthering the curb flotation found verification in the current decline in the market, and contributed appreciably to the disposition of the professional element to attack the market.

The metal industries, especially vulnerable, owing to the sympathetic relation they were supposed to bear to the exploitation in the outside market. There was a recurrence of the sharp pressure also on Union Pacific owing to the revived effect of the proposed scheme of financing announced by the company. Moderate resistance was shown the depression, at times some support centering on northern Pacific.

The passage of the Aldrich bill by the senate made a good impression, but the action had been in contemplation and led to some realizing sales. Additional curtailment in New England mills was a countervailing influence. Last prices were not far from the lowest. The statement of banking averages for the week was much more favorable than that of the actual condition of the clearing house institutions on Friday night. An announcement that caused much gratification was that the last of the clearing house certificates outstanding since the financial crisis which developed on October 20 had been redeemed.

Bonds were steady; total sales, par value, \$1,446,000. U. S. fours, registered had declined 1-4 per cent. on call during the week.

CHICAGO BOARD OF TRADE.

(By F. W. Stevenson.) Chicago, March 28, 1908.

Open. High. Low. Close.
Wheat, No. 2—
May..... 94 1/2 94 1/2 93 3/4 94
July..... 89 3/4 89 3/4 88 3/4 89
Corn, No. 2—
May..... 66 1/2 66 1/2 61 1/2 65 1/2
July..... 64 1/2 61 1/2 63 1/2 63 1/2
Oats, No. 2—
May..... 52 1/2 52 1/2 52 1/2 52 1/2
July..... 45 1/2 45 1/2 45 1/2 45 1/2
Pork—
May..... 13.15 14.22 13.07 13.17
July..... 13.15 13.65 13.47 13.67
Liverpool Wheat—
May..... 68. 11 1/4 d. 68. 11 1/4 d.

MONTRAL STOCKS.

By Waghorn, Gwynn & Co., 519 Granville street, Vancouver. Sellers. Buyers.
Montreal..... 235 230
Nova Scotia..... 277
Merchants..... 157
Commerce..... 160
Twin City..... 84 1/4 84
Mont. Heat and Power..... 92 91 1/2
Ogilvies..... 130 127 1/2
McGraw's Bond..... 117 117
Mont. St. R. Railway..... 187 185
Toronto Street Railway..... 98 1/2 98
Dominion Coal. com. 42 41 1/2
Dom. Iron and Steel. com. 16 15 1/2
Nova Scotia Steel. com. 55 54 1/2
Can. Pac. Ry., Montreal..... 152 1/2 152
Can. Pac. Ry., London..... 157 1/4 ...

Subscribe for THE COLONIST

THE LOCAL MARKETS

Retail Prices

Flour

Royal Household, a bag..... \$2.00
Lady of the Woods, a bag..... \$2.00
Royal Standard..... \$2.00
Purity..... \$2.00
Wild Rose, per bag..... \$1.75
Calgary, a bag..... \$2.00
Hungarian, per bbl..... \$7.75
Snowflake, a bag..... \$1.70
Snowflake, per bbl..... \$6.80
Moffet's Best, per sack..... \$2.00
Drifted Snow, per sack..... \$1.70
Three Star, per sack..... \$2.00

Foodstuffs

Bran, per ton..... \$30.00
Short Wheat, per ton..... \$35.00
Oats, per ton..... \$40.00
Barley, per ton..... \$37.00
Hay, Fraser River, per ton..... \$22.00
Feed Cornmeal, per ton..... \$38.00
Chop Feed, best, per ton..... \$30.00
Whole Corn, best, per ton..... \$36.00
Middlings, per ton..... \$34.00
Cracked Corn, per ton..... \$38.00

Vegetables

Celery, two heads..... 25
Lettuce, best house, per head..... 10
Garlic, per lb. 10
Onions, local, per lb. 10
Potatoes, local, per sack..... \$1.50
Sweet Potatoes, new, 3 lbs. 25
Cabbage, local, per lb. 15 to 25
Red Cabbage, per lb. 25
Rhubarb, hot house, per lb. 25

Dairy Produce.

Eggs—
Eggs, Island, per dozen..... 39
Cooking, per dozen..... 39
Cheese—
Canadian, per lb. 25
Neufchâtel, each..... 25
Cream, local, each..... 10
Butter—
Manitoba, per lb. 35
Best dairy, per lb. 45
Victoria Creamery, per lb. 45
Cowichan Creamery, per lb. 45
Butter, cooking, per lb. 39

Fruit.

Grape Fruit, per dozen..... 75
Oranges, per dozen..... 25 to 50
Lemons, per dozen..... 25
Figs, cooking, per lb. 8 to 10
Apples, local, per box..... 2.00 to 2.25
Bananas, per dozen..... 40
Figs, table, per lb. 25
Pears, Valencia, per lb. 15
Lemons, table, per lb. 25 to 30
Pineapple, each..... 50 to 60
Pears, per box..... 1.25 to 1.50
Cranberries, per lb. 20

Nuts.

Walnuts, per lb. 30
Brazil, per lb. 30
Almonds, Jordan, per lb. 75
Almonds, California, per lb. 30
Coconuts, each..... 15
Pecans, per lb. 30
Chestnuts, per lb. 30

Fish.

Cod, salted, per lb. 10 to 13
Halibut, fresh, per lb. 05 to 08
Halibut, smoked, per lb. 15
Clounders, fresh, per lb. 08 to 10
Salmon, fresh, per lb. 08
Salmon, fresh, red, per lb. 10 to 12
Salmon, smoked, per lb. 20
Oysters, Olympia, per pint..... 40 to 50
Shrimps, per lb. 25 to 30
Smelts, per lb. 05 to 10
Serring, herring, per lb. 12 1/2
Flounder, per lb. 12 1/2

Meat and Poultry.

Beef, per lb. 08 to 18
Lamb, per lb. 15 to 25
Mutton, per lb. 12 1/2 to 20
Lamb, per quarter, fore..... 1.00 to 1.50
Lamb, per quarter, hind..... 1.75 to 2.00
Veal, dressed, per lb. 12 1/2 to 18
Geese, dressed, per lb. 18 to 20
Ducks, dressed, per lb. 20 to 25
Chickens, per lb. 12 1/2 to 15
Chickens, broilers, per lb. 1.25
Guinea Fowls, each..... 1.00
Pigeons, dressed, per pair..... 50
Rabbits, dressed, each..... 50 to 65
Hares, dressed, each..... 75
Hams, per lb. 18 to 25
Bacon, per lb. 25 to 30
Pork, dressed, per lb. 15 to 18

An expedit schoolboy journeyed to the railway station at Buxton on a horse, wearing a hat trimmed with crepe and smoking a shilling cigar. Three mourning coaches which followed were filled with his school-fellows, who all wore crepe bandanas and chanted a mournful dirge.

NEW YORK STOCKS.

(By F. W. Stevenson.) New York, March 28, 1908.

Open. High. Low. Close.

Amal. Cop. 33 1/4 33 1/2 32 1/2 32 1/2

Am. Can. 28 1/2 28 3/4 28 1/2 28 1/2

Am. Cot. Oil. 46 1/2 46 1/2 45 1/2 45 1/2

Am. Smelt. 73 3/4 73 3/4 71 1/2 71 1/2

Am. S. P. 97 1/2 97 1/2 97 1/2 97 1/2

Am. Sugar. 39 1/2 39 1/2 39 1/2 39 1/2

Am. T. & T. 20 1/2 20 1/2 20 1/2 20 1/2

Ateliers. 55 1/2 55 1/2 55 1/2 55 1/2

B. & P. 85 1/2 85 1/2 85 1/2 85 1/2

B. & O. 83 1/2 83 1/2 83 1/2 83 1/2

B. & T. 84 1/2 84 1/2 83 1/2 83 1/2

C. P. R. 152 1/4 153 1/4 151 1/2 151 1/2

Cen. Leather. 19 1/2 19 1/2 19 1/2 19 1/2

C. F. & I. 23 1/2 23 1/2 22 1/2 22 1/2

C. & O. 33 1/4 33 1/4 32 1/2 32 1/2

C. & G. W. 46 1/2 46 1/2 45 1/2 45 1/2

C. & P. S. 119 1/2 119 1/2 118 1/2 119

C. T. & T. 5 5 5 5

D. & R. G. 21 21 20 20 20 20

do pfd. 55 55 55 55

Erie. 16 1/2 17 1/2 15 1/2 16

F. M. & S. pfd. 73 73 72 72

G. N. pfd. 124 1/4 124 1/2 123 1/2 123 1/2

G. N. paper. 9 1/2 9 1/2 9 1/2 9 1/2

Ind. paper. 100 100 99 99

Met. St. R. 100 100 100 100

Mt. St. P. 107 107 107 107

Mo. Pac. 43 43 42 42

N. Y. C. 99 99 98 98

Nor. Pac. 127 1/4 128 1/4 127 1/4 128 1/4

N. Y. & W. 64 1/4 64 1/4 64 1/4 64 1/4

Penn. 117 1/2 117 1/2 116 1/2 116 1/2

Peo. Gas. 89 1/2 89 1/2 89 1/2 89 1/2

P. S. C. 24 1/2 24 1/2 24 1/2 24

Reading. 107 1/4 107 1/4 106 1/2 106 1/2

Rock I. 15 1/2 15 1/2 15 1/2 15 1/2

Rock II. 28 1/2 28 1/2 28 1/2 28

Sou. Pac. 76 1/2 76 1/2 75 1/2 76 1/2

S. R. 15 1/2 15 1/2 15 1/2 15 1/2

U. P. 128 1/4 128 1/4 126 1/2 126 1/2

U. S. Steel. 35 1/4 35 1/4 34 1/2 34 1/2

U. S. Steel. 40 1/2 40 1/2 40 1/2 40 1/2

U. S. Steel. 41 1/2 41 1/2 41 1/2 41 1/2

U. S. Steel. 72 72 72 72

U. S. Steel. 105 105 105 105

U. S. Steel. 24 24 24 24

U. S. Steel. 76 1/2 76 1/2 76 1/2 76 1/2

U. S. Steel. 110 1/2 110 1/2 110 1/2 110 1/2

U. S. Steel. 111 1/2 111 1/2 111 1/2 111 1/2

U. S. Steel. 11 11 11 11

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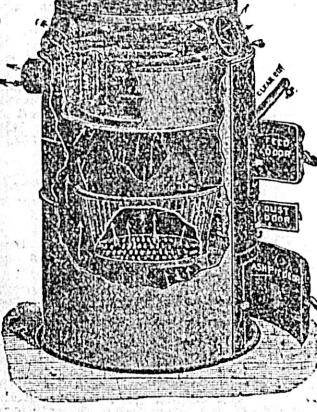
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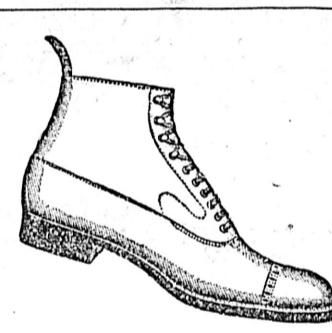


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Feminine Fancies and Home Circle Chat

INTRODUCTIONS

SUBJECT which is of great interest to many people is the oft discussed one of introductions, of more interest perhaps to women than to men, as it is not the custom for a girl to ask her host, or hostess to introduce any particular man to her. If a girl were to say: "I should like to know Mr. So-and-So; he looks so nice, will you introduce him to me?" she would be considered forward, and that she was, as the old saying has it, "setting her cap" at him; and her hostess would probably think it a little peculiar, and might speak about it afterwards; but if a man asks to be introduced to a lady, married or single, it would not be considered in the least incorrect, and nothing unpleasant could be said about it, either at the time or afterwards, so that in this matter, as in many others, men are privileged and have the advantage over their sisters. Of late years it has been the fashion among hostesses not to introduce their guests to one another, and this whether the guests met merely at an afternoon call or "at home," at an evening reception and even occasionally, but very occasionally at a dinner party. The ostensible reason for this fashion is that a hostess thinks, or supposes, that her guests are all acquainted with one another, and that therefore there is no need to trouble herself about the matter.

In the country no doubt people do know all their neighbors of long standing, but what about newcomers and those who are visiting friends as staying guests, who well may be named "the strangers within the gates?" Not to introduce in cases of this sort, is not only discourteous, but absolutely unkind, for there is no loneliness like that of being alone in a crowd, a crowd too, who are all known to and on friendly, or outwardly friendly terms, with one another. Newcomers if not introduced, naturally feel neglected and out in the cold. Unknowing, and unknown, how can they enjoy themselves. A good hostess, knowing this, would throw for the once, fashion to the winds, and introduce the newcomers to anyone whom she thought they would get on with, and by so doing would make the evening pleasant and enjoyable to her guests; and a good hostess does do this, for if she were not kindly and considerate towards those whom she has asked to her house, she would not be a good one, and afterwards, it is not much trouble. It is only for a short time, just one evening. In the country or a small town a new resident has, of course, to be careful in these matters. For example, if two ladies happened to call upon her at the same time, both whom she knew lived in the neighborhood, she would not, unless very obtuse, introduce them to one another, if she saw they were unacquainted, for she would at once guess, from that fact, that there must be some reason for this non-acquaintance, a reason, of course, of which she was ignorant. She would then get on with one who was more familiar, and continue to do so as long as she is a new resident, otherwise, in all ignorance and with the best and kindest intentions, she might commit some terrible social error, such as introducing "a Montague to a Capulet" for alas, family quarrels still take place, even in a good neighborhood; and the question "are we to call on them?" is still occasionally being asked. In town things are of course so different, and society with—well, not a great big "S"—is now so vast, and made up of so many component parts, that the reasons and difficulties, as to making, and not making, introductions that may befall the hostess in the country, have no place. In that small and select circle which includes only the great ones of the land the hostess is no doubt justified in thinking that all her guests know one another, and in all probability they do; therefore there is no necessity for her to trouble herself in the matter of introductions. But the generality of mortals live, and move, and have their being in those large outer circles, where people meet and pass on daily and hourly and in these circles it seems to the looker-on that the custom of no introductions is neither courteous nor kind. At a large and crowded reception the hostess even if she has the desire to do so, cannot look after each individual guest. Would it not be well then for her to appoint a certain number of young guests to act as her deputies, to introduce people, in fact look after the various people present, especially those who look lonely and do not seem to know many or any of their fellow guests? Or better still, why does not some leader of fashion lay down the dictum that at any private party introductions are unnecessary, and give out that the correct thing to do is to talk to anyone who may happen to be near. If it were the fashion and considered "the correct thing" people would unbend, and enter into conversation with a readiness that they would now consider quite impossible. And what a boon it would be to a hostess to see and hear her guests laughing and chatting together, instead of standing stiff and silent as so frequently happens now, and all because of a silly fashion that some one started at some time—some one who probably did so for a friendly reason, to save herself trouble. From the fact that both Mrs. A. and Mrs. B. are the guests of Mrs. C. it is only natural to presume that they are both in the position of ladies, and each one on the same footing as the other. Why, then, should they not enter into conversation and entertain each other? When a lady who lives in town happens to have several visitors on the same afternoon, and at the same time, it requires a very tactful hostess to include them all in her conversation, in such a way that none present will feel neglected and not many people possess this delightful and useful gift. Therefore the guests might take the initiative and break through this dull and unfriendly custom, or not speaking. "It might lead," we can hear some dear old stickler for old customs say: "It might lead to knowing undesirable acquaintances." But why should it? The acquaintance need not go further than half an hour's friendly chat, while on the other hand it might lead to a pleasant friendship; why should it not?

HEALTH AND BEAUTY HINTS

Comparatively little attention is ever devoted to the condition of the elbows, and yet the skin over the bone at the junction of the upper and forearm is always the first to suffer from cold weather and want of care. Resting the elbows on the table when reading or writing is fatal to the rounded elbow, which is every woman's birthright, while the constant friction induces the skin to become rough and hard, requiring persevering treatment. It is a good plan to hold the elbows night and morning in as hot water as can be borne easily and a good skin food being then actively rubbed in until a healthy glow is the result.

To make the neck white and the skin soft, an excellent emollient which can be made at home is composed of two teaspoonsfuls of lemon juice, three drops of oil of bitter almonds, and half an ounce of strained honey, beaten up with the white of an egg, sufficient oatmeal powder being added to make a creamy mixture and a few drops of perfume stirred in to give a delicate scent.

A useful shampoo, which will cleanse the hair without making it too brittle, can be made with a foundation of one well beaten egg, to which should be added four drachms each of carbonate of potash and sesquicarbonate of ammonia, the whole diluted with half a pint of water. It should be well rubbed over the head, the hair having been first well saturated with warm water and afterwards rinsed five or six times, each successive rinsing water being relatively cooler until the final rinse is effected with cold water.

A good preparation for keeping the hair in good condition and simplifying the business of dressing it in a soft and becoming style round the face can easily be manufactured at home. The white of an egg should be beaten up with an approximately equal amount of rose water, a few drops of scent being added if a delicate perfume is to be imparted to the hair. This should, however, be done with a light hand, heavily scented mixtures being apt to become overpowering, as the perfume clings for some time after the lotion has been applied.

A celebrated physician, on being asked "what is the exercise most conducive to health in woman?" replied very decidedly, "Walking." Tennis, he declared, and golf, were too violent, and too much of it likely to lengthen the arms and make the shoulders round and uneven. Cycling renders women awkward in their walk; cyclists gradually acquire a plunging kind of motion when walking which is the reverse of graceful. Croquet really does not give exercise, and after a survey of all the ways in which women take physical exercise the physician considered none so conducive to health and beauty of form as walking. It ought to be persevered with, even in bad weather, and particularly in winter. It is the cheapest and safest exercise.

A method of breaking up a cold in its first stage has been discovered by a French physician. A little of the best Eau de Cologne, poured on a clean handkerchief, is to be inhaled as fully as possible every hour. This inhalation should be deep enough to produce in the throat a feeling of intense burning. This will at first be disagreeable, but will soon pass off. The claim for this treatment is that it absolutely nips the complaint in the bud, the superficial inflammation being arrested, which would otherwise spread steadily downwards, causing bronchitis and other disorders of a similar nature.

For those who cannot get regular holidays, the best substitute is an occasional day in bed. A Spanish merchant in Barcelona told his medical friend, he always want to bed for two or three days whenever he could be spared from business, and he laughed at those who spent their holidays tolling up mountains. One of the hardest worked woman journalists of my acquaintance keeps her nervous system in good order by taking a day or two in bed once a month. If we cannot avoid worry and business or domestic anxiety, we ought to give the nerves rest now and again, in order to recover themselves. Even an hour's calm seclusion after lunch will often prevent the exhaustion which would otherwise inevitably follow a hurried, anxious day.

Every one loves the Jessamine blossom, that delicate white fragrant little flower which grows in clusters on the shrub, with its narrow pointed leaves of dark myrtle-green. Although such a common shrub in our gardens, it is one of the most ornamental. Few people, however, know that the Jessamine has a medicinal value. Old-fashioned country people used to make a decoction from the flowers which was considered to be a marvellous remedy for coughs. In a very old manuscript book of domestic recipes, picked up at a book stall in a country town, were found the following instructions, headed "Jessamine Cure for Coughs": Pour a pint of boiling water upon six

ounces of the freshly gathered and cleanly picked flowers of Jessamine, let it stand for twelve hours in a covered vessel, then strain and add sufficient pure honey to make the liquor into a thin syrup. Take half a wine-glassful three times a day.

Another sweet scented flower which has valuable medicinal uses is the common violet. The violet is considered an image of modesty, and by some of our old English poets was upheld as an emblem of faithfulness. Syrup of violets is an excellent laxative. Take of fresh petals of violets, one pound, boiling water, two pints; macerate for twenty-four hours in a covered glass vessel, pour off the fluid, then strain through fine linen, and with twice the weight of refined sugar, make a syrup, without boiling. The dose is from one to two teaspoonsful. Half a teaspoonful, with the addition of a little olive oil is a useful laxative for children. Mixed with a small quantity of lemon juice it may be given as a remedy for coughs.

A RECHERCHE SUPPER MENU

At this time of year, even although the season of Lent has set in, many little supper parties are in full swing, and my readers may perhaps find the following practical, yet dainty menu, for a supper, or light refreshments, quite useful to them. Not every house, or manor is adapted for dinner parties, but this supper is comparatively easy to prepare.

Menu

Consonme
Chicken Salad: Lobster Mayonnaise.
Sandwiches Assortis: Savory Eggs.

Fruit Salad: Jelly: Syllabub.

Walnut Wafers: Cheese Biscuits: Rolis.

Claret Cup: Lemonade.

Should the refreshments be served in the middle of the evening, it would be as well to reserve the consomme till the guests are leaving, serving it in either case in cups, not in soup plates.

Consonme

In a large stock pot, or saucépan, put fifty cents' worth of fresh veal and beef bones cut up small, cover them with cold water and bring it to the boil. Add a little cold water, and skin of all the scum as it rises. Put in now a saltspoonful of salt, ten peppercorns, four cloves, two carrots, four onions, a piece of colored beet, a leek, a bunch of herbs, such as thyme, parsley, and bayleaf, a small piece of parsnip, and let the stock simmer for four hours, then strain it through a pastry cutter, about two inches apart on the tin, and bake in a moderate oven, till a nice brown color. Take up on a sieve with a palette knife, and when cold keep in a tin till wanted; they are best eaten when quite fresh.

Consonme

Make some water biscuits by passing one pound of white flour through a sieve, rub it into three ounces of butter, and a saltspoonful of coarse brown sugar, a teaspooonful of currant-jelly, and one of flour. Mix together with a raw egg that has been lightly beaten. Brush a flat tin over with warm butter. Put a teaspooonful of the mixture about two inches apart on the tin, and bake in a moderate oven, till a nice brown color. Take up on a sieve with a palette knife, and when cold keep in a tin till wanted; they are best eaten when quite fresh.

warm water, pass a cloth over it to absorb the moisture, and turn the jelly out.

Syllabubs

Whisk half a pint of cream till it is thick, without being too thick. Take a little of it away to garnish the tops of the syllabubs with. Into the whipped cream lightly mix two wine-glassfuls of sherry, and half a wine-glassful of brandy, the strained juice of half a lemon, a little grated nutmeg, and two ounces or castor sugar. Fill some custard glasses (tall ones if possible) with this mixture, and put a little whipped cream on the top of each. Stand the glasses on a fancy dish paper on a flat dish, with small silver spoons in between.

Trifle

Divide half a dozen sponge cakes, spread one slice with some nice jam, such as raspberry or apricot, put the other slice over it, and put all the prepared cakes in a deep glass dish evenly. Strew over them a little grated lemon, and sprinkle them with sherry enough to soak them, but if wine is not liked, use milk and water, flavored with vanilla. Add a layer of macaroons and raisin biscuits. Sink these and pour on the top two ounces of clotted cream that have been blanched and shredded. Over the whole pour half a pint of thick cold custard and lastly some stiffly-whipped cream that has been sweetened and flavored. Garnish the trifle with some glace cherries, and angelica, and sprinkle the cream with "hundreds and thousands" before serving.

Walnut Wafers

Chep a coffee cupful of walnuts, put them in a basin with the same amount of coarse brown sugar, a saltspoonful of currant-jelly, and one of flour. Mix together with a raw egg that has been lightly beaten. Brush a flat tin over with warm butter. Put a teaspooonful of the mixture about two inches apart on the tin, and bake in a moderate oven, till a nice brown color. Take up on a sieve with a palette knife, and when cold keep in a tin till wanted; they are best eaten when quite fresh.

Cheese Biscuits

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Claret Cup

Allow to one bottle of claret a wine-glassful of sherry, and two teaspoonsfuls of brandy, a saltspoonful of sugar, and one of maraschino syrup, two pieces of borage or cucumber, and the rind of half a lemon. Put the claret, sugar, and ice into a jug, and let it stand on ice if possible for an hour. Take out the stand, and add the sherry, brandy, maraschino, borage and a full sized bottle of soda-water, and serve.

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Claret Cup

Allow to one bottle of claret a wine-glassful of sherry, and two teaspoonsfuls of brandy, a saltspoonful of sugar, and one of marasch

A PAGE FOR THE YOUNG FOLKS

CURRENT TOPICS

There has been a great deal in the papers this week about the trouble in the island of Hayti, so we had better try to find out something about it.

As most of you know, it is next to Cuba, the largest of the West Indian Islands. Perhaps you will be surprised to learn that its greatest length is 400 and its greatest breadth 160 miles. It is a very beautiful and fertile island with mountains and rapid streams. The mountains are covered with splendid forests, and it produces coffee, logwood, mahogany, tobacco, cotton, coco, wax, ginger and sugar.

After Columbus discovered America, the cruel Spaniards treated the natives of this fine island so badly that they were soon all destroyed. To take their place their greedy conquerors brought in negroes, so that this island was the first home of America of negro slavery. The riches of the land tempted the French pirates, or buccaneers, as they were called, and the Spaniards in their turn were forced to yield. The negro population of the island grew, however, much faster than the white.

During the French revolution, more than a hundred years ago, the slaves were freed, and one of them, Toussaint, surnamed L'Ouverture, a very remarkable man, became the leader of his countrymen. He defended the island against England and became the real ruler of the island. Napoleon, who could not allow any one to rule except himself, put this noble black man in a prison in Paris, where, after ten months' confinement, he died in April, 1803.

During the century that has passed since that time, there have been many changes in the government of the island. Sometimes it was ruled by a king, then it was divided into two republics, Hayti and Dominga, the inhabitants of the first and larger part speaking French, and the latter Spanish, though most of the people of both states were negroes.

It appears from the telegrams that some subjects of the Republic of France have tried to overturn the government, and that when they were found out, some of the white inhabitants of the island took refuge with the French legation. Even then they did not feel safe, and French, German and English ships have gone to settle the disturbances. They will probably be successful, for the present, at least. The government of Hayti declared that there never was any danger except to the men who were plotting against the republic.

Everywhere throughout Canada railroad building is to go on this year. Railways are planned, not only to haul wheat from the prairies, but to take minerals and fruit from British Columbia. Contracts are very soon to be let for 200 miles of the Grand Trunk Pacific in addition to the 100 miles to be commenced at once. A splendid new station is to be built at once at Winnipeg, which will be the terminus of the prairie section of that road. This will give employment to a great many men, who will thus be able to earn money to pay for stock and machinery for their farms or to buy land. On every new road there are many men who never do anything else except work on the roads, but there are many more who take up this work as a step to something better. Besides the workmen, or navvies, as they are sometimes called, there are great numbers of surveyors and engineers employed who must be well-educated, and are well paid. In addition to the roads for which charters have been granted, there is again talk of building the Hudson Bay railroad, by which for a few months in the year wheat could be shipped from the northern prairies by a much shorter route than any other.

Although there was not a good wheat harvest last year, thousands of farmers are moving from the Middle Western States to Canada. There could not be better settlers. They have already learned how to work the land of the prairies so as to make it produce the most grain, and they speak our language and understand our laws. Indeed, many of them are the sons of men and women who left the Eastern provinces of Canada thirty or forty years ago, when Dakota, Omaha and Nebraska were first opened for settlement. Although Manitoba, Saskatchewan and Alberta are further north, the climate is much better than that of these states. Between the people who are coming from Great Britain and Europe, and those from the United States, it will not be so very long before Canada will be settled from Halifax to the west coast of Vancouver Island.

The people of New York have been building a wonderful bridge across the East river; it is more than a mile and a half long and is really a double bridge with space for an elevated railroad above. It has cost \$25,000,000 and took seven years to build. It was finished so that people could walk over it on the 18th of March.

Although Great Britain is not building as many new battleships as some people thought necessary, she will still, when the plans of the government are carried out, have much the largest and finest navy in the world. This is the statement made by Lord Fawcett, first lord of the Admiralty.

There was a meeting in Montreal a few days ago of the men who make beer and whisky. They think the laws which now govern the trade in strong drink should not be changed. Every one knows that those whose business it is to make and sell drinks containing alcohol get a great deal too much of the money of the people of Canada and that as they get rich their customers grow poor. If young men could see this and would keep away from the saloons and barrooms, they would do much better work for themselves, for their families and for their country, than will be possible if they yield to the temptations which these places offer. It is for their protection that so many good men and women want the law changed.

MacKenzie King, who a few months ago came to British Columbia to find out why working men here did not want the Chinese, Japanese and Hindus in this province, has gone to talk over the matter with the English statesmen who have most influence in India and the colonies of the empire. John Morley is secretary of state for India and the Earl of Elgin is secretary of state for the colonies. Mr. MacKenzie King has seen these men and has told them what he knows about Canada and the Asiatics. They too will tell him about the state of feeling in other parts of the empire. This must do good. Great Britain and her daughters over the seas cannot understand one another too well.

It is said that the Lord Chief Justice of England is coming to visit the Pacific Coast in August. There is to be a meeting of the lawyers of the United States in Seattle and a number of British and Canadian judges and lawyers are to be their visitors. Some of you will remember that Lord Alverstone was the British judge on the Alaskan Boundary Commission, and that his decision did not please Canada. He is, nevertheless, a wise and learned judge and no doubt gave what he believed to be a just decision.

News has been received from Rossland this week that the mines there are flourishing. Copper has been discovered near White Horse in the Yukon Territory and the reports of the discovery of gold on the Finlay river have been confirmed.

Because they have not been supplied with guns and ammunition so that they could fit themselves to fight an enemy the officers of the Fifth Regiment have resigned. Victoria people have always felt very proud of their volunteers and in the South African war some of the officers and men showed that they could do more than play at soldiering. If Canada was ever to be attacked by an army she would have to depend on her volunteers for defence. It will not bring war any nearer for men to know how to defend their homes. This should be learned in time of peace. The least the government of Canada can do is to furnish those who are willing to learn to be soldiers with all that they need for practice. It is to be hoped that word will be received from Ottawa which will induce the Fifth Regiment to return to their ranks and that many others will join.

There is no longer any doubt that machines can be made which will move through the air. An Englishman, Henry Farnam, has been astonishing the people of Paris, not only by the length of the flight of his aeroplane but the ease with which he can manage it. In one of his experiments it travelled nearly two miles at the rate of thirty miles an hour. Per-

haps aeroplanes will be as common in twenty-five years as automobiles are now.

Two big ships have been wrecked on the Pacific Coast this week. The *Pomona* on her way from San Francisco to Eureka and the *Saratoga* in Prince William Sound. In neither case was any one drowned, though there was great loss of property. When we who stay quietly in our homes enjoy the good things brought us by ships from far away lands we do not often take into account the risks run by the sailors who bring them to us. A few days ago the *Blue Funnel* liner *Wingfield* left here for Liverpool via eastern ports. She took from Victoria salmon and herring which completed a cargo worth half a million dollars. The list which follows will show what a variety of goods is packed into the hold of the big liner and what a number of places she will call at before she reaches her home port: For Yokohama there is tallow, lumber, books, rubber, hardware, lime, paint, drugs, machinery, locomotive parts, cotton, etc. For Kobe, locomotives and cotton. For Chinampoa in Korea, canned goods, flooring, doors, etc.; for Nagasaki, machinery; for Shanghai, domes, plug tobacco, steel scrap, herring, etc.; for Hongkong, flour, flooring, spars; for Townsville, in Western Australia, via Singapore, hops, etc.; sewing machines for Sydney and Freemantle; boots and shoes for Manila; tallow and lumber for London and Liverpool, and lumber for Glasgow and Antwerp.

The Empress of Japan on her last trip took \$80,000 worth of silver bars to Japan, which were made in the Tottori smelter. You see silver and gold, as well as other things, must be sold.

The Chinese of Canton and Hongkong are very angry with the government for having released the *Tsui Maru*, the Japanese ship which was seized because it was carrying arms and ammunition for the use of Chinese rebels. They declare that they will not buy any more Japanese goods at Canton. More people than live in Victoria met together and burned all the clothing which they wore that had been made in Japan. News of these riots has reached Tokio, and the Japanese have written to the government at Pekin asking it to put a stop to the agitation and the boycott. Whether the government of Pekin has either the power or the will to force its subjects to act in a friendly manner to Japan is something that all the world is anxious to find out.

When, some years ago, Japan defeated China she obtained the protectorate of the peninsula of Korea. She has, it is reported, acted lately as if that country really belonged to her. This has made the Koreans, who are a proud people, very angry. A few days ago D. W. Stevens, an American, who acted as adviser to the Japanese council at Seoul, arrived at San Francisco. He was on his way to Washington and intended to visit his sisters in Atlantic City. He was shot and killed by four Koreans, who had heard the reports that the Japanese were ill-using their countrymen, and who believed that Stevens was to blame for his influence over the council.

President Roosevelt has determined that, if he can help it, no one in the United States shall teach that murder is right. An anarchist paper published in New Jersey advises its readers to kill soldiers and policemen and to burn the houses of private citizens. The President has told the postoffice department not to allow the papers to go through the mail, and has asked the department of justice to see if there is not some law which will punish those who publish such wicked articles.

There will be great sorrow in England because of the death of the Duke of Devonshire. He was a great statesman, an eloquent speaker and a wise and good man. Sir Henry Campbell-Bannerman is lying at the point of death, and Mr. Asquith has taken his place as premier of England. As one after another the great men who have ruled the Empire during the lifetime of the present generation of men and women drop out of their places, it is hard to see who will fill their places as well as they have done.

Today there is one little letter, and the editor hopes the children will find time to write more. The children have been very kind in sending pictures. They have been very good, and everyone who has spoken of them has said that they are remarkably well done. We are very proud of the Colonist children's drawing. Are there any of the boys or girls who read the Colonist who can tell us something about the birds who are in the fields and orchards? Many wise men have thought it worth while to spend many hours in watching the movements of the little birds that live in their neighborhood.

AMUNDSEN

For hundreds of years men have tried to find the Northwest passage, and now that it has been discovered few people know even the name of the man who succeeded where so many heroes failed. In these days it does not greatly matter to the busy world that it is possible for a ship to sail through the narrow seas that bound the northern coast of North America. Yet the fact was a wonderful one, and on the journey much valuable knowledge was gained.

Captain Amundsen is a Norwegian sailor who determined to find what is called the Magnetic Pole. He studied very hard and took great pains to prepare himself thoroughly for his task. Then in midsummer of 1903 he set sail for the North from Christiania in Norway, in a little ship called the *Gjot*, manned by six of the best men he could find. The *Gjot* was originally a fishing barge, but she was a good little vessel. With them the explorers took instruments of many kinds, the trip from Christiania to Cape Farewell in Greenland was made between the 17th of June and the 11th of July. In Greenland they met some Danish gentlemen, and after spending a pleasant time with them they crossed Baffin Bay, and passing the places visited by the old explorers, reached on the 9th of September the head of Petersen Bay in King William Land. They called the place Gjoaham, and for nineteen months they stayed there making observations.

In this region, cold as it was, they had visitors. Several tribes of Esquimaux came to see them and made friends with the white strangers. From the natives they learned to build snow houses. The Esquimaux wondered what the six men could want with all the houses, but many of them were built for practice. As soon as they had learned this strange trade they made a little village of ice houses suited to take observations in, as well as dwellings and storerooms. A hundred reindeer furnished plenty of food.

Here the Northern lights were seen in all their strong and wonderful beauty. But we must not think that their year was all winter, or that they spent all their time among the snow. In summer large areas were covered with flowers and butterflies and other insects were very plentiful. Great flocks of all sorts of waterfowl supplied them with food and little birds in countless numbers flitted about. On the 1st of June, nearly two years after they left Norway, the *Gjot* was again under way. She coasted slowly along till, near the end of August, they met the *Bonanza*, an American ship. Winter was coming and they could go no further. There was plenty of driftwood at this place, which was near Union Straits, and they made huts of wood instead of ice. Here the engineer, Wilk, died, to the great grief of his comrades. To his efforts they owed their lives, for when their little ship was on fire he battled bravely with the flames and smoke till the others came to his aid.

There is no longer any doubt that machines can be made which will move through the air. An Englishman, Henry Farnam, has been astonishing the people of Paris, not only by the length of the flight of his aeroplane but the ease with which he can manage it. In one of his experiments it travelled nearly two miles at the rate of thirty miles an hour. Per-

haps aeroplanes will be as common in twenty-five years as automobiles are now.

Captain Roald Amundsen is a worthy descendant of the Norse explorers who more than nine hundred years ago reached Greenland in their search for the Northwest passage. He has found what they sought, and shows that in the twentieth century men still have as much courage and greater knowledge than in those brave days of old.

THE YOUNG PIONEER'S ESCAPE

"Be careful, Robbie, strange Indians are about, and the forest is full of danger. You must keep a sharp lookout for our sakes as well as your own, for what would little Maggie and I do if the savages should take you away?"

Mrs. Claverling stood in the door of their little cottage, with her six-year-old daughter Maggie beside her, while Robbie, her son, a manly youth of sixteen, was balancing an axe on his shoulder, preparatory to starting for the forest, where for a week now he had been busy gathering and boiling sap from the budding maple.

It was in central New Hampshire, during the long-ago days of the eighteenth century. The Indians were not yet over, and the scalping knife and torture post were still the nightly and daily dread of every man, woman, and child in the frontier settlements. Mrs. Claverling and her family, who had followed the tide of emigration from the more thickly settled seaboard, had been in their new quarters nearly two years undisturbed; but for the past month or two there had been fearful rumors of devastation on the border, and every day the little settlement of Canterbury, far up on the smiling Merrimack, expected the onset of the red warriors.

"Don't fear for me, mother," answered Robbie, bravely. "I shall be as safe in the woods as here. I have my axe and rifle, and can take care of myself."

"Well, good bye. When you hear the horn sound come home to dinner. And if you think of it you

him with no friendly intentions. But he controlled his fear with an effort and answered as unconcerned as possible, letting his axe drop to a perpendicular.

"My red friend says rightly; it is a very stubborn log. But I hope to succeed in dividing it at last."

"Guess not now. White boy our prisoner. Walk woods with us to Canada," and the dusky spokesman shook his tomahawk threateningly.

"I ought not to go with you," replied the boy, "I'm possessed. I have a mother and a sister who depend on me for their support. They cannot take care of themselves in the wilderness."

"White boy no see quick. We take them, too; all go to Canada. Come quick, we can't wait much of go."

"Come, Robbie, don't let them kill you," said his mother, whom the boy noticed for the first time, as she stood with her hands bound behind her back and little Maggie beside her, secured in the same manner.

The boy's breath came quick. His heart rose up within him and called for vengeance. He saw the flames of the burning cabin, and pictured the years of captivity with all of their concomitants of horror, and it seemed to him as though he would rather die at once than undergo all their tortures. His mother and sister must be rescued too. He could never live to see his little, laughing, golden-haired Maggie the squaw of one of those savage warriors. His mother's white hair should not be brought down in sorrow to her grave.

But what could he do? His enemies were six to one against him, each one a strong armed, brawny brute, with whom he could not have coped successfully in a trial of strength. His rifle was beyond his reach, nor could he have used it if he had held it in his hand. Canning was the only resort left him by which he could hope to outwit the savages.

"You most ready, na?" growled the impatient warrior. "Indian in a hurry. Take scalp you no come quick."

"Well, I will go with you," said Robbie, with all the sang-froid he could muster. "But I dislike to leave my work unfinished. Some of my neighbors may like to burn this wood. So add me, you and your companions, in forcing this log asunder, which I have tried in vain to split."

"Help do that easy," answered the savage. "Pull it apart soon, me guess," and the accommodating red men all laid hold of the open seam which the wedge had already started, and strained like Titans.

"Pull harder, all together now," cried Robbie, and he struck the embedded wedge with his axe, adroitly knocking it from its place.

A mad cry of consternation and pain rose from the Indians as the yawning seam closed like a vice upon their fingers. Too late they saw the trap that the active brain of the pale-faced boy had devised for them. Their howls and groans were frightful.

"You got poor Indian tight," said one of the savages with a sly attempt at a smile. "He want to talk now. You let him, he tell what he pay you."

"Do not ask me for any mercy," said the young pioneer, sternly. "You threatened my own life. Besides, if I should release you, ill would it fare with these poor women."

"Indian all in fun. He talk big, but he no mean anything. Be good Indian, take no more scalps, if white boy let him go."

"Your conversion comes too late," answered Robbie. "I will not kill you, but I will secure you so that you shall do no more mischief at present."

The boy went into the sap-house and brought out a strong rope with which he proceeded to bind each savage, securely fastening their arms and tying them tight with coils of the hempen thong. This done, he inserted the wedge into the log again and released the chagrined warriors from their painful position, winding the end of the rope around the block, so that there was no possibility of their escape.

Mrs. Claverling was upon her knees, thanking God for their merciful deliverance and the overthrow of their enemies. Even Maggie's sweet, innocent face was full of solemn gladness.

"My brave boy," said the mother, "you have saved our lives, and we had better die here than run the gauntlet in Canada. But what are we to do? Our cabin has been burned, and all our property is destroyed."

"We will take refuge in the fort at the village for the present, and by another season perhaps we will be able to begin again. As for the Indians, they may stay here till Captain Clough can remove them to the fort."

Robbie took the precaution before he went, however, to confiscate all their weapons, which he loaded upon his person, and forthwith directed his steps toward Captain Clough's fort at the settlement, three miles distant.

By the middle of the afternoon the pioneers arrived safely at the blockhouse, where they were welcomed by the kind settlers, and accommodation provided for them.

On hearing Robbie's account of the capture of the six Indians, Captain Clough, after congratulating him upon his exploit, set out immediately with a few of his men to bring the warriors to the fort. This was accomplished without trouble; and the red men were as prisoners of war until they were exchanged for an equal number of whites who were held as captives by the French authorities at Quebec.

The following summer a band of whites, under the command of the famous Captain Lovell, went into the wilderness in pursuit of the savage foe. Our Robbie was a soldier in the expedition, and at the battle of Pequack, he exhibited the courage of a true Indian fighter.—F. M. Colby in *American Boy*.

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ABOUT CIGARETTES

W. L. Bodine, superintendent of compulsory education, Chicago, recently stated that he had sent 1,015 boys to the parental school. Eighty per cent of those who were habitual truants were addicted to cigarettes. His statistics prove that cigarettes create the backward pupil, and from the ranks of the backward pupil we get most of our habitual truants. Out of the entire 1,015 boys only 145 were up in their grades. One hundred and forty boys came from the sixth grade, four from the seventh and one from the eighth. The few boys who were in these grades did not smoke cigarettes. Evidently if the use of cigarettes by boys is to be prevented, work in this direction must be begun very early by home and school.

Cigarette smoking is in every way injurious. The popular custom of inhaling the smoke and then forcing it through the nose is deadly in its effects. It causes catarrh, the air passages, and makes the lungs sluggish and unresponsive. Cigarette-smoking youths usually have impaired digestion, small and poor muscles, irritable tempers, and lack of capacity for sustained effort of any kind, and they rarely succeed in life. The men who win are men of strong physique.



AN HOUR WITH THE EDITOR



LIMITATIONS OF SCIENCE

M. Gustave le Bon, writing in the *Revue Scientifique*, follows a line of thought, which will not be unfamiliar to those who have been accustomed to read this page of *The Colonist*. He points out that the first efforts of men to solve the mysteries of nature were theological, which is, indeed, the method of those peoples, who are in the lower stages of development today. They fill the air with gods, demi-gods, demons, genii, and other beings, and the phenomena of nature are ascribed to their constant intervention. To this succeeded the philosophical method of research, of which, in European countries, Aristotle may be said to have been the founder; but after centuries of trial, it became evident how impossible it was "to base our knowledge upon pure speculation". The modern method is scientific. It explains facts by facts, as far as possible, never accepting a theory until the realm of ascertainable fact has been exhausted, and as the facilities for discovering facts are being continually improved, there is a constant recasting of theories, and "Science remains full of 'whys' that cannot be answered."

M. le Bon mentions one matter which has a material bearing upon the value of theories. "Every one has a language of his own," he says, a consideration which does not receive half the weight it deserves, in other things besides scientific investigation. What M. le Bon means is that language is at best an imperfect method of conveying abstract thoughts, because we cannot be sure that others will understand the words we use in the exact sense in which we use them. If you saw Grace George in "Divorcons," you will understand what is meant by recalling her complaints as to the way in which her husband said "Estelle." The insufficiency of old words to express new thoughts and the uncertainty that the words, when used, will be understood in the exact sense in which they are employed, prevents the correct statement of theories, and in recent years has rendered scientific men unwilling to propound them. A fine illustration of the caution, with which modern science approaches new discoveries, is afforded by the use of the term "X-rays," the letter X being the symbol of an unknown factor.

The popular belief a quarter of a century ago, and it still exists to a very considerable degree, was that the great scientists of the early Victorian Era had said the last word upon most things, and that the duty of religion, and philosophy and especially of the former, was to square themselves with their suggestions. We know now that Darwin, Spencer, Huxley, Tyndall and all the great galaxy were not solving mysteries, but were groping through the dark towards greater mysteries. To quote le Bon, "Science, far from clearing up the numberless mysteries around us, has only made them deeper." As was pointed out last Sunday, the suggestion that a solid mass of matter really consists of a number of infinitesimally small particles, in a state of very rapid motion, is a far more perplexing explanation, at first sight certainly, than to suppose it to be absolutely inert. It is much easier to think of light, heat and electricity as three forces, than to suppose them to be varied manifestations of the same force, and when we learn that they seem to be closely akin to, and may some day be identified with what we call the force of gravity, the mystery becomes greater than ever. While the catalogue of forces becomes shortened, the mystery attaching to them becomes more profound.

A story is told of a young fellow from college, who said to his father, a clergyman: "Dad, how do you square your religion with the latest conclusions of science?" To which the father replied: "What are they, boy? I have not yet read the morning papers." This tale is chiefly valuable as an illustration of a truth. Science has not claimed and does not profess to teach "conclusions." Its task is to push back little by little the boundaries of the Unknown. Herbert Spencer gave expression to its attitude in the words: "I think I perceive," although most people who use to quote his famous saying in regard to the necessity of supposing the original creation of matter, used to leave out the words "I think." This is the limitation of science, and fortunately for the welfare of mankind, it has no bearing whatever upon the duty of man to his neighbor. No matter how far the boundaries of knowledge are advanced, they will never reach a point which will make it any less binding upon us to do unto others as we would have them do unto us; they will never force us to conclude that love is not the fulfilling of the law. And this is the lesson which we are striving in these columns from week to week to teach—that while the ways of science are intricate and end in mysteries, which are insoluble, the path of man's duty is so plain that "the way-faring man, though a fool, need not err therein."

THE CRADLE OF THE RACE

For a long time the custom has been to refer to Turkestan as "the cradle of the human race," until it has almost become an article of religious belief with many persons that this was the original home of mankind. This appears to have been an instance of generalization from insufficient data, but such a hold has it upon the minds of most people that one discerns in almost all ethnological speculations an effort to make the facts square with the theory that from the great Central Asian table-land mankind went out to all the corners of the earth. It is easy, when one attempts it carefully to make facts square with any theory. Two connivening illustrations of these are afforded by Donnelly's "Atlantis" and Warren's "Paradise Found." The first author gathers a mass of data and makes out a very convincing prima facie case that all civilization, if not the human race itself, originated in the fabled island of Atlantis; the other demonstrates from geology the distribution of plant life, the movements of races, and the inexhaustible mine of tradition that the primeval home of man was at the North Pole. Needless to say that neither Donnelly nor Warren is accepted by any scientific school as an authority, although the latter has received at least a respectful hearing. The reasons for ascribing to Turkestan the place of honor as man's earliest home are several, but two of them only have any real value, namely, the fact that it has been the nursery of great races, and the widespread influence of what seems to have been a primitive Turanian language. We shall speak first of the latter.

The Persians, who called their own country Iran, called all the region to the northwest of it Turan. The latter has been adopted by philologists, and from it they derived the adjective Turanian, which is applied to all European and Asiatic languages which are not Aryan or Chinese. In this division the old Persian distinction is followed, Aryan and Iran probably being of the same origin. The home of the Turanian language is in Turkestan, but from there it has spread far. The Finns, on the borders of the Baltic, speak a Turanian tongue; so also do the Magyars of Hungary, and the Turks. So also do the people of Southern Hindustan and Siam and other places. These several branches of the Turanian stock do not resemble each other any more closely than the various branches of the Aryan stock, such, for example, as English and the language of the Sikkhs, but the roots of so many words are alike that they may be assigned to a common origin. This prevalence of the Turanian group of language is prima facie evidence that the peoples speaking them all came from the same locality originally, although the differences between the various members of the

group are such as to suggest rather that Turanians imposed their language to some extent upon other races rather than that they carried their language to unpopulated lands. If the former explanation is adopted, the claim that Turkestan was "the cradle of the race" would be exploded.

That great nations had their birthplace in this Asiatic table-land is not mere speculation. We know absolutely nothing of the origin of the Finns, and it may be mentioned that the fact of their speaking a Turanian tongue is one of the reasons advanced by Dr. Warren for his claim that they, in common with the inhabitants of Central Asia, came from the far North. Of the Magyars, or the people of Hungary, we can speak with more certainty. They crossed the southern part of the Ural mountains into Russia early in the Christian Era. In the Ninth Century, feeling the pressure of more barbarous tribes from the north, and probably influenced by a desire to secure a home less exposed to the rigors of winter than the plains of eastern European Russia, they set out, 40,000 families in number, of whom 200,000 were fighting men, and possessed themselves of the region which they now occupy. Our own ancestors had already passed through the land on their resistless westward march. Later the Turks, forced out of Turkestan by the growing power of another branch of the family, who came from the northwest, took refuge in the mountains of Armenia, where they gathered strength and increased in numbers until they were able to carry the Crescent in triumph to the banks of the Danube and threaten the supremacy of Christendom. If we were to go back earlier than the Christian Era and seek for the record of the people whose native land was this region east of the Caspian sea, the space available in an article of this nature would be insufficient for even a simple catalogue of their deeds. We should have to tell of the founding of a great empire in the Euphrates valley twenty-five centuries before Christ, an empire that, like many of the later achievements of the race, did not endure very long. There is nothing more wonderful in the way of achievement than the great imperial fabrics reared with infinite bloodshed by Ghengis and Tamerlane, only to fall to pieces shortly after the hands of their builders were stilled in death. We should have to speak of their invasion of China in so remote a past that four thousand years ago they had established highly civilized communities. We should have to try to follow them into the forgotten days, when they found their way across the Himalayas into Southern India, which one of Tamerlane's descendants many centuries later ruled as suzerain from his imperial throne in Delhi. We would have to trace their steps by a very uncertain light across Tibet and into Burmah and Siam, and probably, if History would only lay bare the record, we might see these nomadic tribes of the table-land becoming nomadic adventurers on the seas and seeking out new lands in the islands of the Pacific Ocean, perhaps even reaching the Western coasts of the two Americas. The spread of the Turanian branch of the human family has been a factor in the development of mankind of scarcely less influence than that of the group of races to which we belong, and whose progress was briefly outlined on this page last Sunday. The great Japanese movement of today is only one phase of it.

These Turanian peoples have as a rule declined to embrace Christianity. The only conspicuous instances of their having done so is afforded by the Magyars and Finns. The others are chiefly Mohammedans. They have at times made great progress in the arts and sciences. Nothing was ever more splendid than the efforts of Tamerlane to make the cities of Tartary the home of learning and refinement. Whenever his conquering armies went, and they covered half the then known world, their favorite captives were men of art and learning, who became the emperor's honored guests in his chief cities, which he sought to render glorious as the seats of refinement and knowledge. His efforts failed, for there seemed to be something in the Turanian character which mitigated against permanent success.

Thus in this and the preceding article we have seen that looking at history as a whole, it consists of the story of the movements of the two great branches of the human race, the Aryan and the Turanian. As a general rule they have kept apart. The Aryans have moved westward chiefly; the Turanians chiefly eastward. But the world is small, and they were certain sooner or later to meet. We are witnessing the first signs of the contact. The great drama of the centuries is nearing a climax. What will the denouement be? Is there room for both? And if so, which shall be the master?

IS THE POLE MOVING?

Mr. Cotsworth gave Colonist readers last Friday morning an interesting presentation of his views as to the probability that the North Pole was gradually moving in such a direction that Europe and North America are becoming warmer and Northern Asia colder. The theory that the Poles are changing their positions, or, more correctly speaking, the direction of the earth's axis of rotation is changing, is not original with Mr. Cotsworth, and we do not understand him as claiming that it is. Some fifteen years or more ago a pamphlet was published by a resident of Tacoma, entitled "The Last Change in the Earth's Axis," in which a good many facts were set out, which he thought warranted the contention that there had been a sudden change in the axis of rotation from a direction at right angles to that which it now occupies. He ascribed it to the accumulation of ice at what were then the Poles, and he argued that another change is likely to occur at some indefinite time in the future.

Mr. Cotsworth makes no claim that his theory as to the Great Pyramid is his own, and it is fair to say that he is in the very best of company when he represents that wonderful structure as having an astronomical significance. This subject may receive a little more detailed consideration next Sunday. It does not follow that the change of direction of the axis of rotation is due to the accumulation of ice at the North Pole. A greater accumulation seems to be in progress at the South Pole, and, of course, the effect would be the same in either case. It may be that the weight of ice is slowly pulling Europe, Africa and the Americas further south, not that their positions on the earth's surface is changing, but that their position as to the plane of the earth's orbit. If we can imagine the earth suspended within a network formed by the Equator, the meridians and the parallels of latitude, and being slowly pulled in such a direction that places in North latitude are being brought nearer the Equator, we will realize what Mr. Cotsworth thinks is taking place. There has been a good deal of speculation as to what the effect of the heaving up of the ice at the South Pole will ultimately be. A few Sundays ago it was suggested on this page that it might have already had the effect of drawing in that direction the great body of the ocean. As was then pointed out, there seems to be a great land cap at the South Pole, surrounded by an immense water area. From this area moisture-laden winds flow southward and deposit their burdens in the form of snow upon the already heavily weighted land cap. One explorer, who visited a part of this little known region, said the snow was constantly falling, but we know that this is not the case in all parts of it. There is no great Antarctic current that carries icebergs to the north to be melted in warmer seas nearer the Tropics. The vast masses of ice which have been formed during countless centuries, keep their place well

within a fairly well-defined area, and thus the weight is not materially lessened by waste.

Mr. Cotsworth has presented a very fascinating subject in very intelligent form, and the further results of his investigations will be looked for with a great deal of interest.

Love Stories of History

(N. de Bertrand Lugrin.)

HELEN AND MENALAUS

These elders sat beside the gate, where passed that wondrous fair, Their hoary old had hoisted from flight, but their voice was clear and strong: With mellow wisdom's word of might to sway the Trojan throng; Like the blithe cricket on the tree that stirs the leafy bower, With tremulous floods of whirling glee in the blithe and sunny hour, Close by the gate these elders sat and looked down from the tower. And when they saw the lovely Helen tread the path below, They from their breast forth sent the winged words and whispered so: "Soothly nor Trojan men nor Greeks should reap great crop of blame, That they did suffer sorrow and teen so long for such a dame, Who like a goddess walks—not one from mortal womb who came. Nathless we wish her gentle speed across the briny waters, Then she no more may mischievous breed to our blameless sons and daughters." —From the Illad. Translation by John Stuart Blackie.

On the sunny slopes of Mount Ida, where soft winds blew all day among scented flowers, and where at night Zeus lit his lamps in heaven, and sent the sweet dews to refresh the earth while it lay sleeping, young Paris, son of King Priam of Troy, tended the flocks and herds. The elements were his gentle nurses from earliest childhood, and the wind and the rain and the sunshine tempered their strength to his tender young limbs, until he grew tall and broad with a wonderful grace and symmetry. The hue of perfect health was in his cheeks and in the golden tan of his beautiful young body, and his eyes were deep and blue and clear. To him, one day in midsummer, came the three goddesses, Hera, Athena and Aphrodite, to ask him to settle the dispute between them as to which of them was the most beautiful. Without hesitation Paris made Aphrodite his choice.

"It is well," quoth the favored goddess; "and as a reward I promise to thee the possession of Helen, the wife of the Spartan Menelaus. Fairest is she among mortal women as thou art fairest among mortal men."

At the instance of Aphrodite, ships were built for the young Paris, who left his flocks and herds, and the peaceful tranquillity of Mount Ida, to don a suit of golden armor and set sail upon a mission that was to mean the beginning of long years of warfare, of suffering, and death.

Menelaus welcomed his distinguished guest, the bluest one of the gods and goddesses, and entertained him with lavish hospitality; but when young Paris looked upon Helen, the lovely spouse of his host, he forgot honor and made base use of the friendship of Menelaus. The latter, the soul of unsuspecting generosity, was called away suddenly to Crete and left his wife to entertain their guest. During his absence, Paris used all the arts he knew to captivate his hostess, and brought all his charms to bear upon her susceptibility. One night after her maids had left her, and the household was wrapped in slumber, Paris sought Helen. He took her, warm and sweet from sleep, in his arms, and muffling her cries, carried her to where his boat lay waiting. In the still darkness, wind and tide in their favor, they sailed away to Troy.

Menelaus returned, to find the terrible news awaiting him. Half-crazed with grief and anger, he appealed to his brother Greeks to aid him. They came quickly in response to his call, heroes and their followers from all parts of Greece, from Thessaly, under Mount Olympus, as well as the western islands of Dulichian and Ithaca, and the eastern islands of Crete and Rhodes. Agamemnon contributed one hundred ships, Nestor, the old and wise, ninety, Odysseus and Ajax and Achilles and scores of others, brought many vessels and men, and the powerful host set sail from Aulis.

Winds were adverse, and Agamemnon was com-pelled to sacrifice his daughter Iphigenia to propitiate the goddess Artemis.

Arrived at Troy, Odysseus and Menelaus went as envoys to demand Helen from Paris. The demand was refused, and the Greeks made preparations for an attack upon the city.

For nine long years the Grecian army besieged Troy. From within the walls the Trojans held them at bay, not daring to come outside, as Homer tells us, for fear of the dauntless Achilles, the most dreaded warrior among the Greeks. Achilles was a beautiful youth, born of a goddess, swift of foot, of quick temper and of irresistible strength. The gods had promised him heroic glory in the siege of Troy, but had warned him that he would be cut down in the height of his strength and power. He had conceived a great passion for Helen, and the gods had made it possible for him to meet and talk with her in a secret spot upon Mount Ida. Whether it was on account of his inability to win her for himself that brought on his memorable fit of anger, is not known, but Achilles for some reason suddenly refused to continue the fight, and sulked in his tent for many days, during which time the Greeks met with serious reverses. Hector and the Trojans drove the besiegers from the walls and back to their ships, and killed Patroclus, Achilles' dearest friend. Then only was the great warrior roused to action; he avenged Patroclus, and calling upon his myrmidons, he so savagely attacked the Trojans, that they were forced to seek shelter within the walls. The death of Hector followed, Hector the good, the brave, the wise, the husband of the tender Andromache, and thereby hangs such a pitiful tale that the eyes are wet in the reading of it!

But Achilles' own fate was now at hand; he was killed by an arrow from the quiver of Paris, which pierced the warrior in the heel, the only vulnerable spot in his whole body.

Meantime throughout the long years of the siege, Helen remained a captive in the house of Paris, tenderly cared for, greatly admired, it is true, but heartsick with the knowledge of the suffering of which she was the cause, longing for the loving arms of Menelaus, and weary for sight of the hills and fair valleys of home. When Odysseus, in disguise, found means of penetrating into the city, she recognized him and they met by stealth and planned together the capture of the town of Priam.

It is an old familiar story, that of the final fall of Troy, of the monstrous wooden horse with its hidden heroes, of the fire signal kindled by Sinon, of the assault upon the city both from within and without, of the murder of King Priam and the death of little Astyanax, Hector's infant son, and the enslavement of the broken-hearted Andromache. The vast masses of ice which have been formed during countless centuries, keep their place well

Menelaus sat in his tent they brought her to him. For a brief moment the wronged husband looked upon her with reproach in his eyes, but such a beautiful suppliant was she, with her white arms outstretched in entreaty, her lovely mouth tremulous with joy, her golden hair like a shining mantle about her, that all the sadness, the suffering, the bitterness of the long ten years of separation, fled before the emotion of love that overmastered her husband at the fair sight of her.

While the flames from the burning city proclaimed its tragedy to highest heaven, and the sea itself seemed ablaze and every wave a tongue of fire, Menelaus and Helen set sail for Sparta, in a fair ship, manned by a trusty crew. And in their native town they lived long years together, until the gods who loved them carried them to the Elysian fields and life eternal.

THE MESSAGE.

"Restrictive immigration measure is dead, pending hearing of appeal." (Written for *The Colonist*.)

I heard the stroke of paddle breaking into music on the shore; I heard the pick's fall-sounding echo 'Gainst the look of Fortune's door, Came the sound of children's voices; Came the church's clinking bell; Came the harsher school-boy's laughter, Then the beating hammer fell. Grew the hamlet—rose the city: Then, at mighty Jove's command, Came swift-winged Mercury, bearing scroll with one out-stretched hand. Suddenly, the Page, I heard, Hung the scroll all plumed free; Pictured there in mirrored splendor: An Island on a Jaspes sea! Stood a Nation, proud, commanding; 'Neath a flag to breeze unfurled Moved a people, race of heroes, Known as "Men of the New World." To them the Message came; soft calling in a tender tone and low, From the mists and from the shadows Of the Past—the Long Ago: "This fair sea-bound home, my children; Won by sweat, by toil and tears; Paved by human hearts the highway Of the long and anxious year." A heritage love-won. Not purchased By the power of hate and strife; Woman's tears its fields have watered; Each furrow marks a brother's life. We have made you heirs. The gifting Is a sacred trust. Be true, Hold it closely—guard and save it: Western sons, we speak to you! By the toil and by the sorrows— By the sweat and by the tears Of your sires whose heart-beats reckon Passing of the changing years. By the hope you have of Heaven, Hand upon your heart close pressed— Swear you'll hold, and die defending This, the Gateway of the West!" —K. Simpson Hayes.

Victoria, B. C.

THE STORY TELLER

Speaking of the methods adopted by some of the unions throughout the country in righting their wrongs, Senator Dooliver of Iowa says it reminds him of an Irishman who, upon hearing for the first time the braying of a donkey, remarked, after waiting for the last discordant note to die away, "Faith, you are no doubt in great pain, but I had more sympathy for you before you complained."

The daughter of an English lady of very high rank had some pain in her foot, which her mother asked the governess to be good enough to look at. The latter, after examining it, said, with deference, "If it were not for her ladyship's exalted rank, I should say it was a bunion."

One afternoon Mrs. Murphy appeared at the settlement house, all dressed up in her best bonnet and shawl. A huge black and blue spot disfigured one side of her face, however, and one eye was nearly closed. "Why, Mrs. Murphy, what is the matter?" cried one of the teachers; and then, realizing that she might have asked tactless question, she hastily turned it off by saying: "Well, cheer up, you might be worse off." "Sure an' I might," responded the indignant Mrs. Murphy. "I might not be married at all!"

This is a fair specimen of the European brand of press-agent literature: Mark Hambourg, the pianist, had many amusing experiences in America. One night he gave a concert in a town very far out West, where of late highway robbery had again become fashionable. Two peaceful citizens were held up and robbed of the contents of their pockets, among which were two tickets for Mr. Hambourg's concert that night. While the concert was going on a note arrived for Mr. Hambourg, in which the robbers returned the tickets, "much regretting that they were unable to make use of them."

Andrew Carnegie is fond of quoting the witty remark made by an old friend of his in Pittsburg, who for some time held the record for fast horses, but was one day beaten in a brush by a young man. The old gentleman disappeared for some time. He had gone to Kentucky to get a horse that would reestablish his supremacy. He was being shown over a stud, and had already gone past a long string of horses with their records on the stall and the victories they had won. Then he was taken through a long line of young horses with their pedigrees, from which the dealer was proving what they were going to do when they got on the track. The old gentleman, wiping his forehead—for it was a hot day—suddenly turned to the dealer, and said: "Look here, stranger—you've shown me 'have-beens,' but what I am here for is an 'is-er!'"

Both Spoke at Once

Perhaps the most of us can be fairly generous if we have plenty of time to think it over; but how many have formed the habit of being generous on the spur of the moment? It is a very good habit to form.

While I was waiting for a car, the other day, relates a

Britain in Egypt

Address by Sir Edgar Vincent

HERE is a fashion in some quarters today of speaking of England as old, weary and wayworn, and as a phrase it may be picturesque, but as a description or portrait it is ludicrously inaccurate. Great Britain was never stronger than today, relatively and positively, commercially, financially, diplomatically and in sea power. Never has she been more ready to discharge her duty or better able to enforce her will."

So declared Sir Edgar Vincent, K.C.M.G., M.P., who was the guest of the Canadian Club, in the course of an inspiring address on "England and France in Egypt," says the Montreal Gazette. There was a large gathering of members, who greeted Sir Edgar with hearty applause.

Mr. H. Gerin Lajoie presided, and in introducing Sir Edgar Vincent, who is M.P. for Exeter, England, referred to the famous financier's work in Constantinople and Egypt, and to his appointment in 1881 as assistant to Her Majesty's commission for the evacuation of territory ceded to Greece by Turkey. In 1882 Sir Edgar was appointed British, Belgian and Dutch representative on the council of the Ottoman public debt, and to him was due much of the credit of freeing Turkey from financial embarrassment. From 1883 to 1889 he acted as financial adviser to the Egyptian Government, and was responsible, said Mr. Lajoie, for the country's financial regeneration. Sir Edgar had effected a currency reform, as did his great predecessor in Egypt—Joseph (Laughter.) Sir Edgar, said Mr. Lajoie, was one of those public-spirited and conscientious workers whom England had through all ages given to the world.

A tall, handsome, and broad-shouldered Englishman, of pleasant personality, free from all air of business obsession, conveying, amid easy indolence of manner, a sense of ample power in reserve, Sir Edgar spoke on Egypt's development within the last quarter of a century, remarking that there were points of resemblance between Egypt and Canada, in that both countries owed their progress and development to the co-operation of the French and the English, and that both had witnessed the conflict of these nations, who were now linked in a lasting peace. (Applause.)

The present, said Sir Edgar, was an unusually interesting moment in the history of Canada. The States had been undergoing a severe financial crisis, and all those that followed with interest the fortunes of Canada, more especially her kinsmen in Great Britain, had noted with gratification how well Canada had borne her share of its effects. In Canada the large corporations could get money for development at 4 per cent., whereas similar institutions in the States had to pay as much as 5½ per cent. Such were the results of the admirable caution and prudence with which business in Canada had been conducted. Canada had the confidence of London's money market, and there was a patriotic desire to assist in the country's development.

Speaking of Great Britain's policy of expansion, Sir Edgar recalled a saying of Cecil Rhodes, who was not merely a great empire builder, but a profound judge of English character, to the effect that "what the man on the bus wants is to get 5 per cent for his money and at the same time to do something to develop the empire."

In this connection Sir Edgar took occasion to correct the fallacy that Great Britain is an old and effete nation, whereas, in reality, she was today at the zenith of her capacity. A substantial proof of her administrative capacity was her work in Egypt during the last quarter of a century, in which connection Sir Edgar paid eloquent tribute to the work of Lord Cromer. Egypt was a peculiar country, and perhaps the best description of it was that of Herodotus, who designated it as "the gift of the Nile." The country's prosperity depended upon facilities of irrigation, and during their regime the British had increased the cultivable area by the engineer's resources; the delta barage securing an adequate diffusion of water and preventing waste, with the result that the cotton crop increased from 3,000,000 cwt. to 6,000,000 cwt. in these years, while its value rose from \$37,000,000 to \$75,000,000. The cultivable area had increased from 5,000,000 to 6,000,000 acres, while the average value per acre had more than doubled.

The total cost of the engineering work had been \$4,000,000, and the expenditure brought in a return of more than 100 per cent. (Loud applause.)

With regard to the Assuan dam, said Sir Edgar, the net result had been an increase of capital value in the land of \$125,000,000. The dam had now a capacity of 1,000,000,000 cubic feet of water, and by raising it a further 23 feet this would be increased to 2,300,000,000 cubic feet. The British had abolished the old system of forced labor, and substituted for it voluntary paid labor.

Bankruptcy to Wealth

Referring to Egypt's former stage of financial difficulties, and to the years 1883-1889, which Lord Milner, in his book on Egypt, had described as "the race with bankruptcy." Sir Edgar spoke of the struggle from 1885 to 1888, when few thought that Egypt would pull through. The London conference had decided in those days that if Egypt could not continue the payment of interest the entire control of finances was to be taken out of the hands of the Khedive and given to an international commission. Anyone who had had

ings even in those distant times. They loved France, as their sons love her today, but the deepest affections of their hearts were set upon the land in which they lived.

The news that the Prince of Wales will visit Canada again and be present at the ceremonies of July has been hailed, as was to have been expected, with the deepest satisfaction throughout the Dominion. He has already seen much of the great Empire over which in the natural order of things he will one day be called to rule. While still Duke of York he went out to Australia to open, on behalf of the King, the first Parliament of the Commonwealth. His visit to South Africa on the way home, though it took place at a trying time, deeply gratified our fellow-countrymen in their troubles. His subsequent tour in India had a great effect upon the imaginations of millions of our fellow-subjects. The presence of the North Atlantic and of the French and possibly the American squadrons together on this occasion will lend additional interest and additional significance to his necessarily brief stay in Canada. It is well that the flares of Wolfe and of Montcalm should fly side by side at a time when their descendants are commemorating the greatness of the nation which could not be what she is, were not her debt to England and to France almost equal in the past.

MR. WINSTON CHURCHILL ON HIS TRAVELS

THE first of what promises to be a deeply interesting series of articles by Winston Churchill on his recent tour in British East Africa commences in the Strand Magazine for March. In the first instalment the Under Secretary for the Colonies describes the Uganda Railway, and illustrates his remarks by a number of specially taken photographs. This railway, he says, is "one of the most romantic and most wonderful railways in the world," and he proceeds to tell us in vivid and picturesque language all about the glorious scenery through which it runs, the peoples through whose country it passes, the splendid condition of the permanent way, its financial status, and its practical value as a commercial undertaking for the increase and development of a great prospective trade. Here is Mr. Churchill's account of the inception and carrying through of the idea of the line's construction.

"The British art of "muddling through" is here seen in one of its finest expositions. Through everything—through the forests, through the ravines, through troops of marauding lions, through famine, through war, through five years of excoriating parliamentary debate, muddled and marched the railway; and here at last, in some more or less effective fashion, is it arrived at its goal. Other nations' project Central African railways as lightly and as easily as they lay down naval programmes; but here is a railway, like the British fleet, "in being"—not a paper plan or an airy dream, but an iron fact grinding along through the jungle and the plain, waking with its whistles the silences of the Nyanza, and startling the tribes out of their primordial nakedness with "American" piece goods made in Lancashire.

The Under Secretary for the Colonies goes on to tell his readers about his recent journey on the line from its starting place on the coast, Mombasa, up to Simba:

"All day long the train runs upward and westward, through broken and undulating ground clad and encumbered with superabundant vegetation. Beautiful birds and butterflies fly from tree to tree and from flower to flower. Deep ragged gorges, filled by streams in flood, open far below as through glades of palms and creeper-covered trees. Here and there, at intervals, which will become shorter every year, are plantations of rubber, fibre, and cotton, the beginnings of those inexhaustible supplies which will one day meet the yet unmeasured demand of Europe for those indispensable commodities. Every few miles are little trim stations, with their water-tanks, signals, ticket offices, and flower-beds, complete and all of pattern, backed by impenetrable bush. In short, one slender thread of scientific civilization, of order, authority, and arrangement drawn across the primeval chaos of the world."

As the train proceeds on its journey, the traveller comes upon the haunts of the wild and tameless animals. Here is Mr. Churchill's account of this portion of his ride:

"After Makindu Station the forest ceases. The traveller enters upon a region of grass. . . . And here is presented the wonderful and unique spectacle which the Uganda railway offers to the European. The plains are crowded with wild animals. From the windows of the carriage the whole Zoological Gardens can be seen disporting itself. Herds of antelope and gælle, troops of zebras, sometimes four or five hundred together, watch the train pass with placid assurance, or scamper a hundred yards further away and turn again. Many are quite close to the line. With field-glasses one can see that it is the same everywhere, and can distinguish long files of black wildebeeste and herds of red kongoni—the hartebeeste of South Africa—and wild ostriches walking sedately in twos and threes, and every kind of small deer and gazelle. The zebras come close enough for their stripes to be admired with the naked eye. . . . Farther up the line, in the twilight of the evening, we saw, not a hundred yards away, a dozen giraffes loloping off among scattered trees, and at Nakura six yellow lions walked in leisurely mood across the rails in broad daylight."

Mr. Churchill managed to get some big game hunting during his journey up the railway, and spent some short time at Simba, rhinoceros hunting, at which pastime he would seem to have had a sufficiently exciting time. Mr. Churchill's articles describing the rest of his journey will be looked forward to with much interest.—Westminster Gazette.

Sullivan Estate

And the Biggest Legal Fee on Record—By D. W. Higgins

THE dawn of the year 1862 brought prominence to many British Columbians, and especially to the two thousand odd people who then inhabited the brave little town of Victoria. They had come here on the crest of the Fraser river gold excitement.

That excitement having proved considerable of a fortune, all were now awaiting anxiously the results of the prospecting for gold in the Cariboo district. Victoria was then the chief mart on the British North Pacific. Here goods from abroad were transshipped to New Westminster. In steamboats they were carried to Hope and at that point were placed in canoes and landed at Yale, the head of navigation on Fraser river. At Yale the goods were placed on mule backs and packed to the interior for the supply of the miners who had penetrated the wilds in search of gold.

During the summer of 1861 marvelous stories of the wealth of Cariboo had reached Victoria. From Victoria the stories were spread far and near. All America and Europe were stirred by the reports and soon parties of excited men and women began to arrive in the hope of drawing rich prizes in the golden lottery. Business, which, upon the partial failure of the Fraser river diggings, had languished, began to revive and unmistakable signs of prosperity manifested themselves.

Victoria being, as I have said, the chief mart, was the first to feel the reviving influence of the gold news. Fraser river had proved rich in spots, but the spots were shallow and the general outlook was bad. Cariboo, it was suggested, was rich from top to bottom, and fabulous wealth, it was said, awaited those who had the pluck and endurance to test the golden sands. Under the stimulus of an increasing population hope was revived in despairing hearts and empty stores and houses were again occupied and the streets of the little town began to present a lively appearance once more. The commerce of the port grew. A curtain of hopeless lethargy was succeeded by a state of business smartness and activity. The arrivals of vessels with passengers and cargoes of merchandise and mining tools became frequent, and as steam communication was infrequent much of the carrying trade was entrusted to sailing vessels that required from ten to fifteen days to make the run.

Just where Finlayson's block stands on Wharf street, there stood in 1862 a wooden building and wharf called St. Ours, named after the owner. At St. Ours wharf cargoes were landed and distributed to the various consignees. The condition of the harbor at that time was such that only light draught vessels could enter and discharge and then only at extreme high water. The harbor improvements since that day have been many. Rocks and shoals have disappeared and many dangerous places have been made smooth, while buoys mark the one-time intricate channel. The harbor pilots handled the sail vessels committed to their care with as much ease and skill as if they were steamers.

Early one morning, the middle of January, 1862, a large schooner bright with newness and with sails as white as snow, advanced leisurely into the harbor, threaded her way through the crooked channel and coming to an anchor off St. Ours' wharf was speedily washed alongside. At her masthead the schooner displayed a beautiful blue burgee on which appeared the name of the vessel, "Tolo," in white letters.

The captain and owner's name was Maloney, and he reported ten passengers and a full cargo of merchandise. The captain's wife was among the passengers. She was a tall, handsome woman with dark hair and pleasant manners.

This was the first trip of the Tolo. She had been built expressly for the trade between San Francisco and the Sound, to bring miscellaneous cargoes of goods and take back lumber. The captain's wife explained that all they had in the world was invested in the Tolo, and that having by her presence brought him good luck on the up-trip she intended to return to San Francisco on the mail steamer then due.

"I left the children behind," she said, "and cannot stay away from them any longer."

The Tolo remained two days in port and was the object of general admiration, for the cabins were handsomely furnished and finished in redwood and cedar and all the appointments were new and good.

The chief mate was named Francis J. Brown. He was a young man of pleasing appearance and bearing and was exceedingly proud of the handsome vessel. The Tolo left Victoria to load with lumber for San Francisco, on a certain bright morning in January, 1862. The captain's wife stood on St. Ours' wharf with many others and watched the vessel as she sailed out. The last farewells had been said and as the breeze kissed the pretty burgee that flew from the masthead, Mrs. Maloney remarked that she made the flag with her own hands. "It was my present to the Tolo. It was not much, but it was all that I had to give," said she.

Mrs. Maloney departed on the next steamer for San Francisco, and other events crowded the smart schooner, her Captain and genial mate from my mind until five days later, when they were recalled by a startling incident.

A small schooner arrived in the harbor from the Sound. She had on board three men who had been taken from the wreck of a vessel that floated bottom up in Rosario Straits, not far from San Juan Island. The wrecked

vessel proved to be the beautiful Tolo and the rescued men were Chief Mate Burns and two seamen named Chris Petersen and John Sullivan.

They reported that on the fourth night after leaving Victoria a squall struck the Tolo and she capsized. Capt. Maloney and six of the crew were not seen after the vessel went over and the survivors managed to clamber on the bottom and stay there until relieved. The feet of the two sailors were badly frostbitten and they were admitted to the Royal Hospital, which then stood on the present site of the Marine Hospital, where several toes were amputated. The sailors stated that but for the gallantry of Mate Burns and his encouraging words they would have given up hope and died. The mate, not content with inspiring the men, took off part of his clothing and gave it to Sullivan. On two occasions Sullivan was washed off and both times was rescued by Burns. For three days and nights the poor fellows, who were without food, drifted about the Straits. On the morning of the third day they were sighted by the small schooner that brought them to Victoria. Before abandoning the wreck, Mr. Burns wished to remain, in the hope that the schooner might be righted and something saved for the owner's family. The rescuers would not hear of this and forced him to embark.

"If there's any money to be made out of this we'll make it," said one of the rescuers. "You're nothing but three foreign dogs anyhow. You won't live and we might better throw you overboard and seize the Tolo as our property."

Sullivan and Petersen recovered after a long detention at the hospital. Petersen went to San Francisco and Sullivan to Seattle. Captain Burns went to Port Lindlow, where he took command of a new barque, the Forest Queen, and sailed for many years in the lumber trade, finally retiring to engage in business at Seattle.

As he was now a cripple, Sullivan got light work to do and as he was a thrifty man he soon had sufficient means to enable him to buy a vacant lot on First avenue. Seattle was then a straggling village with 200 or 300 inhabitants. Sullivan prospered with the place and in the course of a few years was able to place a pretentious six-story building on the lot which is now situated in the busiest section of the great city.

From 1862 to 1893, a period of 31 years, the writer did not meet Sullivan, but in the summer of the latter year he met him hobbling up and down in front of his fine block. He was then quite an old man and limped painfully, needing a cane. The result of the loss of his toes at the Royal Hospital. He recalled the circumstance of the wreck of the Tolo as an unfortunate affair for everyone but himself. "To me," he added, "it meant a fortune. My crippled condition prevented me returning to the sea and so I came here and am now worth \$250,000."

About five years ago Sullivan died without having made a will. Then began a contest for the possession of the property. Presumptive heirs came from all over the land. Several families whose name was Sullivan put in claims for the estate. A young lady, to whom he had paid marked attention, claimed the property because of a verbal promise to marry her, made just before his death. The estate by this time had increased in value until it was worth \$1,000,000. The litigation extended over several years and only a week or two ago the courts decided in favor of certain claimants and ordered the property to be turned over to them.

The attorneys for the successful parties are the legal firm of which U. S. Senator Piles is the head. The firm took the case, chancery being legalized in Washington territory as well as here, on the understanding that should they win one-half the estate should go to them. Having succeeded, their fee is \$500,000, being, I believe, the largest fee ever received by counsel in any country in the world.

Capt. Burns, whose gallantry and humanity saved Sullivan's life, died four years ago at Seattle, respected and beloved by all. His widow still survives him and always refers with pride to her husband's conduct towards his comrades on the wreck.

NEW IDEA IN LIGHTHOUSES

Germany has a new idea in light-houses. It consists in using a vertical-shaft of light instead of a horizontal beam.

By this means, it is thought, it will be visible for a greater distance than at present. At 100 nautical miles out on the ocean the lights along perhaps 100 miles of coasts will be visible to the navigator, it is calculated.

All the usual devices of dark and light intervals and change of colors can be applied to render the identification of the lights certain. Experiments with the system are to be made at once by the German naval authorities at Friedrichsort.

A Kentuckian with a huge whiskey jug asked a countryman to take him in a wagon a few miles over a hill, adding, "How much will it be worth?" "Oh, a couple of drinks out of that jug will be about right," said the countryman.

After the journey had been made, and the driver had taken a "swig," he said:

"Stranger, I am a peaceable man, but, unless you want to be full of lead tonight you had better find out a new way to carry your molasses."



THE HOME GARDEN

Garden Calendar for March

Dig and Manure Flower Borders which have not yet been prepared:

Plant—Hardy border plants, Alpines, hardy climbers, shrubs, deciduous trees, fruit trees, pot greenhouse plants, vegetable roots, Gladioli; and especially: Peonies, Delphiniums, phloxes, Pentstemons, Hollyhocks, rock plants, Michaelmas Daisies, Pyrethrums, Gaillardias, Carnation layers, Pink layers, Pansies, Violas, Sweet Williams, Roses (if not done), evergreen shrubs, Pot Cannas, strawberries, Shalots, artichokes, garlic, seakale, cabbage plants, lettuces, cos and cabbage, potato onion, asparagus, early and main crop potatoes in warm border, start Begonias, start Achimenes, start Gloxinias, Pansies.

Sow—Sorts that have failed, peas (early and second early), broad beans, Milan turnip, radish, grass seed, various kales, celery under glass, a little cabbage, mushrooms, a little broccol, lettuce, cos and cabbage, mustard and cress, beets, parsley, early carrots, Coute, Tronchuda, savoy, leek, brussels sprouts, onions, set out in heat, cauliflower, cress, herbs, spinach, parsnip, cucumber in heat, tomato in heat, Aster in frames, Stock in frames, Godetia in frames, Marigold in frames, Nasturtium in frames, Begonia in heat, Celosia in heat, Cock's Comb in heat, Gloxinia in heat, Petunia in heat, Lobelia in heat, hardy annuals under glass, artichoke, Jerusalem artichoke, Cardon, rhubarb, seakale, half-hardy annuals in frames.

SWEET PEAS AND HOW TO GROW THEM.

To the southern extremity of Vancouver Island, on the shores of the Strait of Juan de Fuca, across which is seen the majestic Olympics, clothed with their dazzling mantle of eternal snows, stands the embowered city of Victoria. Nestling, as it does, at the very feet of the Sooke Hills, which protect it from the chill early spring winds of the Pacific, and bathed in a flood of bright sunshine for so many months in the year, it is the ideal home of the beautiful sweet pea—hence this digression.

Numerous New Creations.

Since the sweet pea has been taken in hand by skilful hybridisers there has been a large accession of new colors, and at the same time the blossoms have been considerably increased in size without diminishing the free-flowering habit of the plant. On its decorative value in the garden we need not dwell; but as a subject for the adornment of vases and all purposes for which cut flowers are available, much has yet to be learned. Sweet peas possess all the qualities desired in cut flowers—firm slender footstalks, brilliant and varied colors, exquisite grace and delicious perfume.

Preparing the Soil.

In the successful culture of sweet peas, whether they are grown for the adornment of the garden or for exhibition, I do not think that there is any point more important than this. To attempt to grow the finest plants in shallow soil that is in poor heart is to court comparative failure, but to sow the seeds or set the plants in deep land that is in perfect heart is to have taken a long stride towards success.

The minimum depth to which the soil should be worked is 2 feet, and if it is possible to go half as deep again so much the better. As far as the addition of manure is concerned I would urge the desirability of generosity tempered with judgment, and especially the thorough incorporation of the material with the soil, as I do not consider the laying of manure in solid masses is wise or advantageous. With the second spit natural manure may be mixed in digging, working it in as early in the year as possible, that is to say, where the work was not done in the autumn. If manure is put in the surface soil it should be perfectly sweet and if it has had its more active virtues taken from it by mushrooms or some other crop, it will yet serve the sweet pea in excellent stead.

Sowing the Seed.

Whether the seeds are sown in single or double lines the drills should always be flat-bottomed, and never cut triangularly with the corner of a draw hoe as is sometimes done.

For double lines the flat drills, more correctly perhaps trenches, should be at least 15 inches in width and 2 inches in depth, and a row of seeds should be set 1 inch from each side. I say that the seeds should be "set" and not sown continuously along the entire length, as the latter practice involves waste of seeds, and it is seldom when they all germinate that an individual will be found with sufficient courage to thin them out to the proper distances. For single lines the flat drills should be 5 inches wide and 2 inches deep. If the seeds are placed 3 inches asunder the seedlings should subsequently be thinned as necessary until each has from 12 inches to 18 inches of space in which to grow. Thus it will be seen that we shall sow some five or six times as many seeds as we require plants, and allow a margin for the birds and slugs to have the share to which they apparently think themselves entitled. Of course this practice is only possible of adoption with standard sorts, as when we come to anything under a dozen seeds for 25c it is not wise to permit the natural enemies to have any at all, and steps must be taken to prevent them from doing so.

It is common and excellent practice to sow seeds in pots and place them in cold frames in January and February, and when this is done I would again urge the necessity for hardy culture. To treat the plants as though they were tender is an error that is certain to be followed by disastrous results, and it should be strenuously avoided. Fill 6-inch pots to within 1 inch of the rim and place five seeds round the sides of each; or put one seed in the centre of a small pot. Have the soil pleasantly moist at the time of using, stand the pots in a cold frame, never putting on the light except during snow or torrential rain, and the progress will be steady and strong. As soon as the seedlings appear the frame should be covered with fine-meshed wire netting to keep the birds at bay, or they will top the plants quickly and effectually. The soil in the pots should never become sodden.

Staking the Plants.

This is another operation to which the amateur does not always attach sufficient importance. No matter what the variety may be or where it is growing, the young plant ought to have support when it is 3 inches or 4 inches high; this may take the form of twiggy stakes, such as the pieces from an old besom, and they should stand about 12 inches out of the ground. Before the plants have reached the top of these permanent stakes should be put in position, and if necessary the growths should be lightly attached to them with string or raffia, but this is not invariably essential.

The supports ought to be at least 7 feet clear of the ground. Wire netting of very large mesh answers splendidly as a support, and although somewhat expensive at the outset, is cheap in the long run, as with care it will last for several years.

When a plant has ample space in which to grow, it will make a natural break close to the base and produce many shoots, which should be reduced to three, four or five, according to judgment, this reduction being done in stages so as not to cause a severe shock to the plants.

Sowing and Planting in March.

Both of these operations are largely governed by the weather, as it is far better to be either a few days early or a few days late to put the seeds or plants out when the climatal conditions are not favorable. For out-door sowing in the spring about the end of the third week of March gives excellent results, and successive sowings may be made if necessary up to the end of April. Plants from seeds sown under glass in spring or autumn should be put out into their permanent positions as soon as the weather and soil are suitable towards the end of April.

Feeding the Plants.

As soon as the plants are well in bud, never earlier, feeding may commence if it is considered necessary; but as long as the plants grow strongly and appear to be getting abundance of good food from the soil, there is no advantage in having recourse to special feeding. When it is done let the liquid, whether it is made with natural manures or concentrated fertilizers, be given in a weak state when the soil is pleasantly moist; if it is applied when the soil is dry at least half of its virtues will be lost to the plants.

Selecting the Seed.

The following list of varieties of seed procurable in Victoria was obtained through the courtesy of local seedsmen, and should be of sufficient scope to suit the requirements of the average amateur gardener, as it contains a number of the very latest creations as well as the old favorites:

A Few 1908 Novelties.

Burpee's White Spencer; Burpee's Primrose Spencer; Bolton's Pink, orange pink; George Herbert, rose carmine (Spencer type); Evelyn Byatt, salmon orange; Frank Dolby, light lavender; Helen Lewis, crimson orange; Helen Pierce, pure white, mottled bright blue; Miss H. C. Philbrick, beautiful lavender blue; Mrs. Collier, primrose tinted; Nora Unwin, white variety (Unwin type); Phenomenal, silvery white shaded pink; Queen Alexander, bright scarlet self; Romolo Piazzani, violet blue self; Shasta White, pure white (ivory tinted); "Unique," white flaked with delicate lavender; Lord Nelson, bright deep blue; A. J. Cook, fine violet, mauve self.

Some Older Friends.

Admiration, delicate shade of rosy lavender; Agnes Johnston, rose pink; Alice Eck-

ford, rich, cream-tinted white wings; America, brightest blood-red, striped; Aurora, flaked orange salmon; Black Knight, deep maroon; Blanche Burpee, large, pure white; Blanche Ferry, extra early, pink and white; Blushing Beauty, delicate pink; Boreatton, very dark maroon, self-colored; Bolton's Pink, self pink; Brilliant, a bright scarlet; Captain of the Blues, light maroon and purple; Captivation, light magenta or claret color; Coccinea, a beautiful cerise, self-colored; Coquette, primrose, yellow, shaded with lavender; Countess of Lathom, charmin delicate pink, self; Countess of Radnor, pale mauve or lavender; Countess Spencer, novelty; Countess of Shrewsbury, rose standard, white wings; Dainty, white, with pink edge; Dorothy Eckford, pure white; Dorothy Tennant, deep rosy mauve; Duchess of Sutherland, pearl white and light pink; Duchess of Westminster, apricot pink; Duchess of York, white, suffused with light pink; Duke of Clarence, brilliant shade of rosy claret; Duke of Westminster,

WHAT TO PLANT IN SHADED PLACES.

Have you somewhere on your place a shaded spot of more or less extent, where you would like to have something growing which would add to the beauty of the place, if it could be so treated with plants that would thrive there? Perhaps you have attempted this and become discouraged by an unfortunate choice of plants. This is a vexing problem, often confronting one in trying to develop grounds to best possible advantage, and the writer has given much time and experiment to its solution.

There is no reason why any place should be disfigured by a barren space under trees, where even grass will not grow, or that its proper landscape beauty and effect should be marred by a vacancy in shrubbery planting on the shaded side of the buildings.

A partial exception to this the writer has learned from experience, namely, that it is im-

portant and native ferns. A very attractive grouping may be made with *Funkia grandiflora*, a few ferns, *Polygonatum multiflorum* and *Cypripedium acaule* or *moccasin-flower*.

The tuberous begonias should not be lost sight of in this connection. While they are not hardy, requiring to be taken up in early fall, and also need a rich loam, yet will they amply repay, in their continuous bloom, and variety of color, for any trouble and pains in cultivation. Massed by themselves, they will make a splendid show in those bare places under trees where grass will not grow. Another method of covering such ground is with *Vinca minor* and *Helianthemum hyssopifolium*, both creeping plants that will make a dense mat of foliage.

One other section of the grounds, the grove, if there be one, should have scattered about it some of the native agaves, as *Azalea viscosa* and *A. calendulacea*. If the grove is a natural one, the soil would be right for these and also for *Rhododendron maximum* and *Kalmia latifolia*, which should be planted in clumps among the trees.

There are various other plants whose native habitat is in dense shade, which, if collected from the wild, might serve our purpose; but it is much safer to get those that have been cultivated, and the kinds named in this article can be obtained from nurseries in much better condition for transplanting.

ROSES WORTH GROWING

Gruss an Teplitz—An Autumn Rose

This is one of the best roses for flowering during the autumn. The color of the flowers is a bright scarlet-crimson, they are beautifully scented, and very freely produced. The habit of this rose is semi-climbing and very robust. It may be successfully grown in a variety of ways. As a climber on a low wall or fence it is admirable, also as a pillar rose. If the shoots are pegged down it is very good as a bedding rose, while a large bed treated in the following way was noticed by the writer as forming a most charming and effective contrast to beds in which dwarf varieties were growing. The pruning in this case had been done rather sparingly, the shoots being left about 4 feet in length. These were tied to neat green stakes. The effect produced by this bed early in August was very beautiful, and the flowering period would last until late autumn. When a rose hedge is to be planted Gruss an Teplitz will answer admirably treated in this way. The large leaves of this rose are very distinct and handsome, and I have never seen them in the least damaged by mildew. When the pegging down system is adopted, do not use large, clumsy hooks which are sometimes seen, but drive a strong, neat wooden peg into the soil and cut a notch at the end, to which a piece of tarred twine is secured. The shoot is then bent over as horizontally as possible and secured.

Gustave Grunerwald

There is an assured future for this rose, for it possesses all the good qualities of a garden variety. The bold, large-petaled blooms of ratte deeper color than Killarney, with yellowish base, are on stiff stems, surrounded by several large buds, and the blooms, although not double, are nevertheless well filled, so that in general appearance we have an exhibition flower. The flowers are produced with great freedom and have a delicious perfume. The outer petals are silvery white. The growth is similar to that of Caroline Testout, and we have in the variety a fragrance which the old favorite lacks. I do not mean to commend Gustave Grunerwald in preference to Caroline Testout, but I look upon it as a typical garden rose, and certain to please. It may be thought that we already abound in pink roses, and the fact remains indisputable, but somehow they possess an individual charm difficult to define. I think we could do more when planting in grouping the various pinks together in, say, three shades. By this means we obtain variety without a great difference in the color scheme of the garden.

In gardens where there is water, either in a natural or artificial state, many of the Alder family can be used with advantage, as they make pleasing small trees for the edges of streams and ponds, and there is much diversity of form and coloring among them. One of the most beautiful is the golden form of *Alnus glutinosa*, namely, *aurea*, with bright golden foliage, which retains its excellent coloring till late autumn. It is also a free-growing tree, and in a damp spot soon makes an ornamental specimen, especially if the lower branches are kept pruned till a clear stem of 6 feet or 7 feet in height is obtained. A beautiful color effect is produced here with the golden Alder and the purple Nut, a large bed of the latter being planted on a sloping pond bank down to the water's edge. This is kept cut down to the ground annually, and this treatment suits it to perfection. A uniform growth about 4 feet in height, with very large foliage, is obtained. The Alder is planted at the edge of the pond and has now made a vigorous young standard about 12 feet high, and the combination of bright gold and rich purple is most effective.

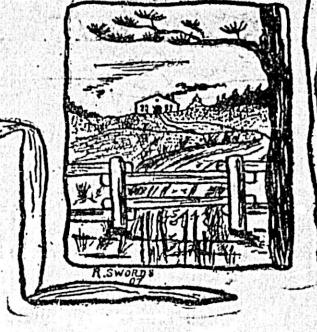
Some of the perennial plants can be successfully grown in dense shade. *Lobelia cardinalis*, *Chelone Lyoni*, *Lilium Canadense* and *L. tigrinum* would add color to the shrubbery planting.

Where a separate and low-growing effect is desired, still others of the perennials may be employed. These are hepaticas, *Sanguinaria Canadensis*, *Tiarella cordifolia*, sedums, *Funkia*, *Polygonatum multiflorum*, *Uvularia grandiflora*, *Heuchera sanguinea*, *helianthemums*, *tril-*



A Field of Sutton's Early Drumhead Cabbage.

THE SIMPLE LIFE



WITH THE POULTRYMAN

POULTRY ON THE FARM

ROBABLY ninety per cent. of the poultry and eggs that find their way into our markets is raised on the farm; only a small per cent. being produced by the exclusive poultry plants, and on town lots.

The farmer usually keeps too many chickens for his accommodations. A farmer a short time ago was telling us about his chickens. He said he had about 150 of them, and was getting but few eggs at that season of the year—late in the winter. We asked him what he had in the way of poultry buildings, and he replied that he had but one poultry house about ten feet square. He said the fowls were not confined in it, but only roosted there. As soon as it was daylight they lit out for the barn, the stables, and the corn crib. It is a wonder that the chickens could live under such conditions, to say nothing of producing anything. If this farmer had kept fifty chickens instead of 150 with the same accommodations, they would have produced more eggs, and the feed bills would not have been as large. We would not urge that farmers keep fewer chickens, but that they provide better accommodations for them. Where the chickens are confined for a considerable portion of the time in the poultry house, authorities agree that for best results each chicken should be allowed from eight to ten square feet of floor space. Where the chickens have free range as they usually do on the farm, and spend a good portion of their time around other buildings, they naturally do not require as much floor space in the poultry house, still we think we are safe in saying that the ordinary farmer as we have found him is keeping twice as many chickens as he has proper accommodations for.

Statistics show that the ordinary farm hen is not producing over 75 eggs per hen per year. There are two reasons for this. One is that no attention is paid to breeding for egg production, and the other is that feed is not supplied at times, in winter especially, so that the hen could produce eggs if she was so inclined. Our dairy farmers know how much butter fat their cows are producing, and in breeding make an effort to increase the production. Anyways, they are careful in breeding that the production of milk in quantity and quality is not lessened. We would hardly expect the farmers to provide trap nests for all of their chickens and keep correct records of the number of eggs each hen laid, for that would entail so much labor that there would be no profits, but still enough attention could be paid to them to weed out many of them that are not producing over twenty-five eggs a year. When we consider that an average flock of pure bred fowls produces in the neighborhood of 150 eggs per hen a year, and the 200-egg hens are not rare, we can see the possibilities of improving a flock producing only 75 eggs per hen a year.

It is a strange fact that the majority of farmers are raising mongrel poultry, though there are many reasons why they should keep pure bred stock. Practically all of the advancement that has been made with poultry has been made with the pure breeds. We never heard but one argument advanced in favor of mongrel poultry, and that is that they were hardy. We do not believe that mongrel poultry is any more hardy than pure bred poultry, but even if they were that is not the only qualification of a good chicken. The idea that mongrel poultry is more hardy probably arose from the fact that they were often housed in open air houses, and did not contract disease, while the more valuable pure bred fowls were housed in tight, warm houses, and contracted disease. The difference was in the management, and not in the fowls. We know now that poultry is less subject to disease when fresh air methods are practiced.

There is nothing that adds to the appearance of the farm premises more than a flock of fowls of uniform color and shape, but while appearances count we are more interested in profit, and pure bred poultry is more profitable because they are better layers, and many varieties are better market fowls.

All the progress that has been made in producing hens with great egg records has been done with pure bred poultry. We never heard of anyone building up a strain of layers from common barnyard fowls. On all of the great egg farms where poultry is kept for profit, pure bred poultry is the only kind kept. These men have studied the proposition thoroughly, and have thousands of dollars invested and know that the pure breeds are the most profitable because they lay more eggs. In a recent egg laying contest one pen of pure bred fowls averaged 247 eggs per hen a year, and a number of pens averaged over 200 eggs per hen.

From a market poultry standpoint the pure bred varieties are in the lead. As a rule they develop quicker, have a better flavor, and are uniform in shape when all are of one breed.

Just the other day we saw an announcement from large poultry buyers that they would pay one-half cent per pound more for desirable fowls than they would for certain classes of mongrels. What few successful large poultry plants there are use pure breeds almost exclusively. From a commercial standpoint alone the pure bred varieties are the most desirable even if one does not care to sell eggs or poultry for breeding purposes at higher prices.

Pure bred poultry of today compares with the mongrels just as the modern threshing machine compares with the flail, and as the binder compares with the cradle, and as our modern means of transportation compare with the stage coach of our forefathers. The ordinary farmer may be up-to-date on all the improved methods of planting and cultivating and harvesting his crops; he may understand all about rotation and fertilization, but he is still keeping mongrel poultry as was done a generation ago. This is a lamentable fact, but there is one hopeful phase of the matter, and that is that this is a progressive age with the farmer as well as others, and in many localities there are already signs of improvement in the direction of poultry culture.

A man who is just entering the poultry business can start by buying eggs and hatching the chicks, or he can buy a few head of breeding stock, or if he does not want to occupy a year's time in getting his start he may be able to buy the desired quantity of mature fowls. If one wants first class stock he is a little more certain what he is buying when he buys mature stock, still a breeder will seldom part with his best birds while he will usually sell eggs from his best pens.

Probably the time of year that a person is ready to start in with poultry has as much to do in determining how he shall start as anything. If he is ready to start in the fall or winter it is well to start by buying breeding stock, for at that time breeding stock can be bought for what it is worth, for competition is quite lively at this time of the year. Later in the season when breeders are pretty well sold out of stock, and it is not so easily secured at a satisfactory price, it may be as well to buy eggs, or if one is not ready until even later chicks right from the incubator can be purchased if the facilities are at hand for properly brooding them. If it is desired to produce the highest class of fancy stock it is best to procure, as a start, a very few strictly high class fowls or eggs rather than a larger quantity of only ordinary quality.

Probably the idea of expense deters many farmers from discarding their mongrels, and starting in with pure bred poultry, but the expense is comparatively small when the change from mongrels to pure breeds is made gradually. Where it takes several years to get started with pure bred cattle, or other classes of live stock, a farmer can get started with pure bred poultry in a couple of years at little expense. The average farmer probably keeps one hundred chickens. With them he probably has eight or ten or more roosters. He can sell these roosters for half enough to pay for a pen of six or eight pure bred fowls. This pen of pure bred fowls would produce enough eggs for hatching so that the next fall, or at any rate the second fall, he could sell all of his mongrels and keep nothing but the pure bred variety. He does not need to keep roosters with his mongrel fowls if he does not use the eggs for hatching, for the hens will lay as many or more eggs without the roosters with them, and the eggs will keep better, for an egg that isn't fertile will not rot.

THE BREEDING MALE

It has been said that the proper time to begin the training of the perfect child is years prior to its birth. No doubt but what that is true, and it is certainly true that the males that are to be used in the breeders' pens should be taken in hand quite a while before the breeding season opens if the best results are to be obtained in breeding chickens. Many males begin the season in an unhealthy and therefore an unfit condition to breed good chicks. As he is one-half the pen he should be in the pink of condition. Many of the faults that are laid to the females can be traced to the poor condition of the head of the pen. The majority of the breeding males are too fat in the season, while others that have been with the females all winter may be exactly the opposite, their blood being unnurtured through service and lack of nutritious food.

Both extremes are to be equally avoided. Health and vigor is obtained by keeping the males separated from the flock and by a middle course of feeding, combined with what is equally important, a sufficient amount of exercise. Opinions vary in regard to feed, etc., but in one thing all agree, that the breeding male ought to gain rather than lose flesh during the breeding season. If he begins the season in a fat, lazy condition and loses flesh through the spring, good results can hardly be expected. While if he begins the breeding season in moderate flesh, healthy and vigorous, his muscles being well hardened with daily exercise, and as the season advances have him put on flesh slowly but steadily, until the end of the season, the probability is that more and healthier chicks will be the result.

Too many breeders try to force the males

by using condition powders and the like. By careful feeding and proper handling there should be no occasion for the use of drugs of any kind. A good deal of latitude may be allowed in the matter of feed, but it is safe to say that good, bright, clean oats and No. 1 wheat with a well mixed mash twice or three times a week, is a ration that they will improve on. Of course meat, green stuff, shells and grit, and plenty of fresh water are included. Fowls vary as much in their capacity and requirements as individuals. For this reason, it is impossible to state what quantity of grain should be fed to any number of fowls, but most any poultryman with a fair amount of judgment can determine this after a little experience. To sum up the requirements necessary for the care of males during breeding season, I would say that the following would fill the bill: Judicious feeding, plenty of exercise, thorough cleanliness, close observance of the digestive organs and moderation in number of females. Unless you are breeding fancy poultry, do not keep a needless number of males on your place. It is quite an expense, and they do not improve with age. If you have one hundred hens that you want to breed from, there must, as a rule, be six or eight, perhaps ten males, but if only ten or twelve of the hens are actually needed to produce enough eggs for hatching, one male is, or should be, enough to fertilize their eggs. It is a good idea to set aside another to be held in reserve in case of an accident; or in case the male used in the breeding pen fails to give satisfactory fertility, but don't have a lot of superfluous males.—Poultry Success.

AROUND THE FARM

HOW TO RAISE BIG CROPS IN DRY SEASONS.



ALTHOUGH there may be a scarcity of rain during the time that crops are growing, it is quite possible to "water" the plants by using to the utmost the moisture that is in the soil itself, and by handling the soil so that it will absorb and hold more moisture.

During the spring, when the soil contains the most moisture, there is apt to be the most evaporation, but a surface mulch will check this, so the great need of making a loose surface as early as possible in the spring is evident. Never, under any circumstances, work the ground so early that it packs or puddles, for this breaks down flocculation. But as soon as it can be done with safety, establish a mulch. It will even pay to do this with a disk or harrow rather than wait too long for the ground to get dry enough to plow, for the mulch made at this time does more, perhaps, than any other in conserving soil moisture. To show the amount of water that this early mulch saves, even in a short time, a test was made on two pieces of ground, in every way alike except that one was plowed seven days earlier in the spring than the other. At the time of plowing the second piece, the first contained a little more moisture than it had when it was plowed, and the plot last plowed had lost moisture from the first four feet equal to 1.75 inches of rainfall. This amounted to about one-eighth of all the rain received during the growing season.

Cultivate Early.

An early mulch is also valuable because it keeps the ground moist, and if plowing is delayed, the ground will not break up hard and lumpy. It will require more work to get such lumpy ground into proper shape for a seed bed than it would to have made the mulch with the disk early in the spring.

Suppose that we have a well prepared seed bed and the crop is in the ground; further, that we have at our disposal a maximum amount of soil moisture due to fall plowing or early spring plowing and the maintaining of a mulch. Question: How to make the greatest use of this water?

The Water Available.

The only water that is available to the plant is the moisture in the soil surrounding each particle and in the smaller openings between the soil particles. The young plant sends out its roots and from these roots there grow minute root hairs. These are single celled and come in closest contact with the soil, drawing or absorbing from around the particles their film of moisture, which is sent up through the roots and stem. In the soil we find a movement of the soil moisture, due largely to what is absorbed by the plant and evaporation. It is this moisture in the soil that goes up through the capillary tubes to the surface and is lost.

If these tubes open directly into the air, it is obvious that the movement through them will be greatly increased, and hence the maximum amount of water will be lost.

Our problem is to break up this direct communication between the lower moist soil layers and the surface. By cultivating the surface of the soil, we break the ends of the capillary tubes and thus the rising soil moisture is greatly impeded or held back. However, a rain soon packs and runs the soil particles together and the tubes are re-established. The fact that the soil moisture is constantly being

brought to the surface and lost is the necessity for repeated cultivation.

Deep cultivation is not necessary. A very deep mulch is more expensive to make and causes more or less injury to the roots. By loosening more earth than is necessary, a waste of moisture takes place, and the mulch soon becomes quite dry. A very shallow mulch allows of the re-establishment of the capillary openings quite quickly, and so necessitates too frequent cultivation of the surface.

A mulch three to four inches deep, renewed every six to ten days, is the cheapest to maintain and the most satisfactory from every standpoint. Make it with a fine tooth cultivator, and avoid ridging, for ridged cultivation exposes more earth to evaporation. Whenever a crust forms, it must be broken, and in excessively dry seasons it will sometimes pay to use a one-horse scratch cultivator after the corn is laid by. As the season advances cultivation can be less frequent and more shallow. In the closely cultivated garden the wheel hoe is the tool to use. It saves its cost in water taxes in suburban districts.

What Fall Plowing Does.

Ground that is plowed in the fall holds a great amount of water from the fall rains and winter snows. Plowing should not be done until the soil will turn up mellow and loose, and then this turned and loosened surface is an ideal mulch, acting like a blanket retarding and preventing the evaporation of the water that it has also been instrumental in getting into the soil. Fall plowing may affect the soil moisture as late as the middle of May even, and as compared with unplowed land may hold moisture equal to 1.75 inches of rainfall, or, in other words, in the first four feet of soil there will be six pounds of moisture per cubic foot which would otherwise have been lost.—Garden Magazine.

THE DUAL PURPOSE COW

Many men say that there is no such thing as a dual purpose cow. They claim that if a cow gives milk enough to pay her way with \$25 or \$30 profit, she is no use as a beef producer and therefore is not dual purpose.

Such cows as the above-mentioned, if properly bred and cared for can be classed as dual purpose. I have them in my own herd. I have bred and raised them myself. I have watched with interest how they have paid us as milk producers and then how nicely they have put on flesh, which would make them fairly profitable as beef producing animals, if we did not desire them any longer. If we want to make beef animals out of their young, we can with fine profit, but they must be bred and fed for that purpose. They cannot be obtained in all breeds of cattle. They must have a cross with some of the beef-producing sires, such as the Shorthorn, for instance.

I have a cow whose dam was nearly purebred Holstein-Friesian, and crossed to a Shorthorn sire, giving me what I call a dual purpose cow. This cow is large, smooth, broad backed, even quartered, and an excellent milker. When put dry, she is very easily fleshed. I find also that grade Shorthorn cows make fine all-round cows, if properly raised. By properly raised, I mean that the cows must be well cared for, from calfhood; kept in good flesh, not over fat, but always kept growing and bred to come in when about 30 months old, kept milking about 10 months each year, and well fed all the time with milk producing feed. Their stomachs are then in a good healthy condition, and if they are allowed to go, they will be found to be worth something as flesh producers. If the ordinary farmer is going to have this kind of cow, he must make up his mind to stop breeding from the scrub bull, as the scrub cattle are the last cattle that should be on any farm.

The Ayrshire cow and the Shorthorn sire make an excellent cross for producing dual purpose cattle. They give very hardy animals, and perhaps healthier ones than the Holstein and Shorthorn cross, but as a rule they are a little more nervous than the latter cross.

I have not tried the Ayrshires and Holsteins, therefore do not know what they would produce. As the farmers of Ontario are situated, I think that they desire cows that will give fair returns as milkers. They can then raise some young stock for beef. Ontario will always need beef, no matter how much cheese is manufactured. As help of the right kind is hard to obtain, we must handle our farms to the best advantage by producing some beef for the home market.

I strongly advocate using a pure bred Shorthorn sire of the right type every time, and do not expect every heifer calf to be a dual purpose animal. Some of them will not be heavy milkers. The butcher will take these off your hands when young, and give you a paying price for them. Keep and breed from such heifers as prove themselves to be good milkers. We will then soon have cows that will be a credit to Ontario farmers, and we will make twice the money out of our stock.—W. K. Wallace, in Canadian Dairyman and Farming World.

Cement floors in stables have some qualities of undoubted excellence but so they have also some very serious drawbacks. They are too

cold and bedding does not stay in place sufficiently to prevent bad effects. The udder of a cow is the seat of a wonderful amount of blood circulation. No other one portion of the cow's body, except it be the heart and lungs, receives as much blood. To lay that great gland upon cold floor is of necessity productive of serious udder derangements. All cement floors where cows lie should be covered with boards.

THE FAST WALKER

"The fast walking horse is made in breaking the colt. He usually wants to go too fast and is held down until he comes to believe that his gait is to be a dragging walk. If the colt is to be trained to walk up briskly, but not trot, if he is not allowed to trot until he is thoroughly trained to walk as fast as he can without trotting, there will be no trouble about walking in after life.

When a colt that is being trained begins to lag, touch him gently with the whip to let him know that he must move on a little more briskly, but do not strike him hard enough to hurt and excite him. Make him keep on walking as fast as he can and the habit will soon become a fixed one and his value will be increased 25 per cent. as far as farm work is concerned, and when ready for market, will bring a price considerably in excess of another animal of the same breeding that cannot be made to walk briskly.

A slow walking team makes work drag in spite of every effort of the driver. Farm work must be done with the horses at a walk and a slight difference in the rate at which the team gets over the ground makes a great difference in the work accomplished.

The great trouble with most teams is that they are allowed to get into the habit of dragging along at the rate of about two miles an hour, even when going unloaded, and this habit becomes fixed and impossible to remove, for the farm horse that gets in the notion of going slowly will poke along in spite of any urging that may be used.

There is much farm work that is very light on the team. Cultivating is not heavy work and drawing a mowing machine does not call for more than a small fraction of the power a horse may exert without injury. Hauling loads to market is not heavy work when the roads are good and all these kinds of work should be done with the team walking at a rate that would keep a man on a comfortable dog trot all the time.—O. V. J.

HOW TO EXAMINE A SICK ANIMAL

First, take the temperature of the animal by placing a self-registering veterinary thermometer into the rectum, allowing it to remain there from three to five minutes. The normal temperature of a cow is 101 degrees (Fahrenheit) and the normal temperature of a horse is 100 degrees (Fahrenheit); hog, 100 degrees; sheep, 101 degrees.

Second, take the pulse of the animal, which can be found at the angle of the lower jaw bone. The normal beats of a cow's pulse is from 40 to 50 per minute and that of a horse from 33 to 40 per minute.

Third, count the respirations of the animal, or number of times it breathes by watching the sides of the flanks, or by pressing the ear to the side. The normal respiration of a cow is from 15 to 20 per minute and that of a horse is from 12 to 15 per minute, while resting.

If the temperature, pulse or respiration are found to be higher or faster than above described, you will know that the animal is ill.

HORSE HINTS

A stallion whose feet are contracted and brittle and whose hocks are puffy and fleshy looking, should be avoided, as such hocks are generally associated with a coarseness throughout his whole conformation and a general lack of quality.

A good application for brittle feet is made of white rosin, four ounces; beeswax, one ounce; spirits of turpentine, six ounces; tincture of camphor, one ounce; linseed oil, four ounces; melt all together in a warm bath.

Proper blanketing of the horse is as important to his health as are wholesome food, clean bedding and good grooming. Give the horse a little daily attention, make him comfortable in cold weather with a good warm blanket and you will have to spend little for doctoring and medicines. Then, again, the horse will be in much better condition for the heavy spring work. A good horse blanket really pays its cost several times over in one season.

Neither purgatives, tonics, or any other medicines can give the young or soft horse that vigor and endurance which horsemen term "condition or fitness" and which is only gradually acquired by proper feeding, appropriate work and good stable management. This is one of the most difficult things for novice with horses to learn and one of the most essential to the safe handling of horses.

DRAMA OF THE NAPOLEONIC WARS



VIEWING the book just issued by Thomas Hardy, "The Dynasts: A Drama of The Napoleonic Wars," the London Times says:

In war time the stationers' shops or newspaper offices show in their windows large maps stuck with little flags to mark the advance or retreat of the opposing forces. As if from a great height, the passing pedestrian looks down on a vast stretch of country, and he may actually see a hand appear and move a little flag an inch forward or half an inch backward. He is probably glad or sorry, according as the change indicates success or failure for the side which has his sympathies; but his head is more engaged than his heart. Then he turns away, to buy an evening paper for the details of the little flag's movements, and as he reads it the mention of a name he knows or a snatch of descriptive writing bears in upon him with a rush the remembrance that these are not little flags at all, but bodies of men. Each little flag stands for how many hundreds or thousands of sentient men, every one of them with hands as large and as compact of flesh and blood as the hand that moved the little flag so easily. And that swift inch or half-inch forward or backward means how many days and nights of toil and terror, death and agony, awful din and more awful silence. It is some hours before he can soar again to the height from which the armies become little flags; and then he can only do it by forgetting that armies are composed of men.

Mr. Hardy at once soars and remembers. He has brought us now to the close of his great drama of the Napoleonic wars; and, soaring so high as we may above the complete work for a bird's eye view, we see nothing more prominent in this remarkable achievement than his success in unifying what for our passing pedestrian must remain two different points of vision. He can see Napoleon's Russian army as

A dun-piled caterpillar
Shutting its length in painful heaves along;

but he sees that the heaves are painful, and he remembers that the caterpillar is composed of men, "tattered men like skeletons," men with "icicles dangling from their hair that clink like glass-lusters as they walk," men who sob like children or burst into raving songs of madness when they learn that their Emperor has deserted them—till the frost stills them into eternal silence as they crouch exhausted round

their dying fire. He sees the field of Waterloo like our map with the little flags on it; but he overhears Napoleon's thoughts as he stands in the wood of Bossu alone after all is over. Marie Louise's sobs and the Prince Regent's oaths are as loud in his ears as the cannon of Leipzig. And this unity is not achieved by sudden soars and swoopings. In spite of the language of the stage-directions ("the point of vision changes" and so forth), we are not conscious of being snatched hither and thither, up and down; and the eye, as it were, is not wearied by sudden alterations of focus. The vision of the mind and the vision of the heart are unified. We see little flags and men at once, and the unity embraces not only the warriors but the passing pedestrian himself—all who are affected by the events.

The secret lies in Mr. Hardy's choice of Phantom Intelligences—Spirits of the Years, of the Pities, of Rumor, and others—as his chorus, the spectators through whose senses he shall follow the story of his drama. But it is one thing to choose a point of view, another to get to it, and yet another to keep it; and first to have risen to such a point as this and then to have held to it throughout the long and crowded work appears to us an intellectual feat of rare worth and power. From these dizzy heights we see armies like caterpillars; but the supernatural sensibility with which our author endows us for the time enables us to see also the minutest workings of the brain and the heart of every man in every army. After reading the first part of the drama we hazarded a guess that the complete work would prove to be a drama, not of men, but of nations. The guess was at once too wide and too narrow. The Dynasts is a drama not of nations only, but of human life; it is also a drama of individual persons. And in the drama of human life, according to Mr. Hardy's philosophic theory, there is a sense in which Napoleon's valet and the rustic who came to Casterbridge to see Boney burned are as important, and as unimportant, as Napoleon himself. Each and all are the puppets of the blind, senseless, Immanent Will, the

will that wills above the will of each,
Yet but the will of all conjunctively.

It matters not that of all the characters, named and nameless, in the drama Napoleon alone is conscious of being a puppet in the control of that Will. Of the rest, each one contributes his share without knowing it; and each one, therefore, by a strange perversion, as it might seem, wins dignity and being, not their opposites.

It was natural, perhaps—it was certainly pardonable—to protest, earlier in our acquaintance with "The Dynasts," that dramatic interest, human interest, was likely to suffer from that apparently deadening notion of the blind, senseless, purposeless force ruling these men and kingdoms. It was not so clear then as it is now that this philosophic notion was to be the great bond of unity between all the myriad scenes and persons of the drama. Moreover, in this last volume, more completely than in its predecessor, Mr. Hardy has answered that objection in another way. Not only are the doings more exciting—that was only to be expected as the drama drew to a close and we came to Moscow, Leipzig, Elba, and Waterloo, the pity and the horror and the humor of those doings are more concentrated and more clearly exhibited. The little scene of the French flight after Vitoria, racy droll; Napoleon at Fontainebleau after Leipzig; the Prince of Wales worried by the Princess at the opera; the women's camp near Waterloo—all are full of that firm and vivid truth of poor humanity which has long been associated with the name of Thomas Hardy. And of all the written descriptions and pictures of the retreat from Moscow is there one that contains anything so tremendous as this little passage?

ANGEL I.

Harassed, it treads the trail by which it came,
To Borodino, field of bloodshot fame,
Whence stare unburied horrors beyond name!

ANGEL II.

And so and thus it nears Smolensko's walls,
And stayed its hunger, starts anew its crawls,
Till floats down one white morsel, which appalls.
What has floated down from the sky upon the Army is a flake of snow.

The characterization, too, is wonderfully distinct for a drama in which the men and women speak only in snatches and are scarcely described at all. When Mr. Bernard Shaw wishes his readers to understand a character, he prints his history, his appearance, and his views on life in a stage-direction. Mr. Hardy does not; yet, if we wished to pick a character in the drama whose personal flavor and ways are not absolutely clear, we could only hit on Napoleon. True, we see Napoleon taking snuff and sipping grog, Napoleon when putu molesta est, Napoleon humming tunes; but not even Mr. Hardy has succeeded in seeing Napoleon without, as well as with, his destiny and catching him as a mere man. But with the others the case is different. There are, of course, thanks to the form the author has adopted, a score of people, generals, aides, and others, who must depend upon their relation to the Immanent Will for their identity; but

Wellington is no figurehead, no portrait d'apparat, and Picton, Marie Louise, all the persons for whom space allowed and dramatic need demanded character, even down to the nameless mother of a nameless girl who fell in love at the Duchess of Brunswick's ball, and the Vicar of Durnover who has only to speak twice and to spit twice, are as roundly human as could be. There is one unquotable remark of Wellington's after Vitoria which seems to bring the whole man before us in a flash; and what of a little touch like this?

Wellington goes in the direction of the hussars with Uxbridge. A cannon-shot misses past.
UXBRIDGE (startling).
I have lost my leg, by God!

WELLINGTON.

By God, and have you! I felt the wind o' the shot.
Could any two lines give us so much of Wellington and of war? These men may be the puppets of the Immanent Will, but they are men for all that, and their joys and sorrows rouse our sympathy none the less because the Will is purposeless. Mr. Hardy is justified. At the same time, it is interesting to note that he makes things as easy as possible for those to whom the Immanent Will is a nightmare. He may jeer with the Spirit Ironic; with the Spirit of the Years he may be coldly impartial; but the Pities have the last word. Through them, all along, we have suffered with the sufferers; with them we are encouraged—or, at least, allowed—to hope.

But—a stirring thrills the air
Like the sounds of joyance there
That the rages
Of the ages

Shall be cancelled, and deliverance offered from the darts that were.
Consciousness the Will informing, till it fashions all things fair!

So ends The Dynasts; and whether the author—the Immanent Hardy—agrees with the Pities or not, we are profoundly grateful to the dramatist who chooses that note—the only tolerable, the inevitably right note—on which to close his great work of art.

A great work of art—the title cannot be denied to The Dynasts; yet it is given under compulsion. By all the rules the enterprise should have been a colossal failure. The dramatic form is the most difficult to read; it is not meant to be read. And when it is used as in the Dynasts—scraps of dialogue in rugged, sometimes bald; sometimes stiffly conventional blank verse interspersed with long and often complicated descriptions in prose; the scene abruptly shifted from Salamanca to Moscow, from Casterbridge to the Tuilleries; the characters now armies and now men, and the whole cut up by commentative songs, ballads,

odes, and what not, in the kingdoms of the air—the effort to read it ought to be as irritatingly "jumpy" to the mind as the several kinds of print sometimes make it to the eye. By all the rules The Dynasts should be chaos, a drama impossible to act (that, indeed, it remains), a book impossible to read. Perusal of the three volumes together proves it a great work of art, unified by its philosophic conception, its vision, and its workmanship, in which poetry constantly keeps "breaking in" through the businesslike directness of both verse and prose. It would be too much to say that The Dynasts succeeds in spite of its form; but it is true that the daring which chose that form is only equalled by the skill and mental supremacy which have brought it to success. Looking back now, it is difficult to see in what other form Mr. Hardy could have done what he set out to do.

There were so many requisites—swiftness, spaciousness, vividness, compression, intensity, comprehensiveness, shock, surprise—that no form of narrative, whether in prose or in verse, could have encompassed them all. The only way, as Mr. Hardy has convinced us, was to make a large demand upon the reader; to ask him to imagine himself a spectator, using his eyes on certain things shown him and all the knowledge and thought at his service to fill in and connect the pictures. It is a large demand—there is no denying that. The Dynasts is not an easy book to read; it is not a book to read at all without a previous working knowledge of the story it tells (only a very confused idea of the action of Waterloo will be gained from these packed yet vivid stage-directions), nor without a willingness on the reader's part to bring all he has to the task. If he does so, he will be rewarded. He will learn that through intellectual and emotional mastery of his subject, and especially through that commanding unification of what in the average man are two points of view, Mr. Hardy has achieved a work of art by doing violence to a form, and has sublimated a vast and infinitely various material into a single shapely whole. For a like achievement we can only go back to one thing—the historical plays of Shakespeare, where great and small are, as here, seen with a single eye, and where, as here, the common life of common humanity is made a part of the progress of history.

The thing has been done. Could it be done again? We would advise no lesser mind to try. And by which would Mr. Hardy's fame and his readers' good have won the greater increase—The Dynasts, or the three novels which might have taken its place? Speculation is fruitless; and at least we have got The Dynasts.

Powers and the Balkans

THE Berlin correspondent of the London Times writes as follows:

A considerable section of the German Press—consisting, however, of journals whose attitude cannot compromise the Government—is making a great fuss over the railway question in the Balkans, and is endeavoring to convey, by direct assertion or by insinuation, the impression that an entirely new grouping of the Powers has been told afresh on unimpeachable authorities of Great Britain and Austria-Hungary are concerned, there is not a vestige of truth in these innuendoes. Your Vienna correspondent could doubtless at any moment confirm what is well known in Berlin and what has been effected or attempted. So far as the truth is concerned, that the traditional relations of cordial friendship between London and Vienna are unimpaired. There is, therefore, no basis for the attempt of the Vossische Zeitung to read Austria-Hungary a lesson upon the mutability of human affairs and to persuade the Austrians and the Hungarians that the attitude of Great Britain towards them has undergone a change, in connection, "perhaps with the feelings of a section of the British people towards Germany." There is no section of the British people which is animated by unfriendly sentiments towards Germany. The relations of the British and German governments are friendly, and have in the course of recent years been placed upon a far sounder basis than ever before. But even if the situation were different in this respect, the political and national friendship between Great Britain and Austria-Hungary is not dependent upon Anglo-German relations. There would be more truth in the converse proposition, since Austro-British friendship was anterior in date to the establishment of the present German empire, and has undergone none of the vicissitudes through which the relations of Great Britain with various other Powers have passed.

It is easy to see why the Berlin organ of the German parliamentary bloc indulges in speculations of this character. It says this evening, for example:—

"There may have been here and there in Austria-Hungary an inclination to underestimate the value of the alliance with Germany. Especially after Algeciras, the opinion began to be entertained in isolated quarters that the real advantage of the alliance was on the German side. Many a politician on the Danube took to boasting that Austria-Hungary enjoyed the best relations with England and also with France, and that it was possible to reckon upon the permanence of these relations. The recent discussions on the Sanjak railway have shown that it is of the highest importance for the Hapsburg Monarchy to have Germany behind it. It will be recognized that the alliance

now as in 1879, serves the interests of the two Powers in equal measure. Herein its strength has hitherto lain, and herein also lies the guarantee that the alliance will endure, and that it will give proof of its solidity whatever may be the attitude of the other Great Powers, and however they may be grouped."

The lesson is enforced by reminiscences which are adduced on the authority of Prince Bismarck with regard to the origin of the Austro-German alliance. Bismarck told the Reichstag in 1883 that shortly after the Congress and Treaty of Berlin, Russia had exerted herself to the utmost to prevent the Austrian occupation of Bosnia and Herzegovina in accordance with the terms of the Berlin Treaty. The Russian government, according to Bismarck, even attempted to compel Germany to intervene actively against Austria-Hungary, and the Russian pressure reached the point of "actual menaces of war from the most competent quarter." "That," continued Prince Bismarck, "was the origin of our treaty with Austria." It was on September 8, 1879, that the Austrians marched into Novi Bazar; on September 11 Prince Gortchakov exhorted the French to be prepared; on September 21 Prince Bismarck arrived in Vienna; and the Austro-German alliance was signed on October 7 of the same year.

This whole argument, whatever may be its historical basis—and that basis might repay examination from more than one point of view—is seriously weakened in its bearings on the question of the day by the fact that Austria-Hungary has repudiated all political designs in connection with the project of a railway to connect her Bosnian system with the existing main line to Salonika at Mitrovitzka. In the Austrian view the construction of this comparatively short connecting section is as natural as it would have been to connect Newcastle and Berwick had the lines from the north and the south had respectively stopped at these places. The railway system of Austria in the Balkans would remain a mere torso if the projected connection were not effected, and its economic value would be seriously impaired after all the sacrifices which have been made with such conspicuous success for the development of the occupied provinces.

With regard to the Danube and Adriatic scheme, I am assured that its realization would be welcomed by Austria-Hungary, but also by Germany. It remains to be seen what support this scheme will receive from Austria, and more especially from Germany, if it is submitted to the Sultan for his approval. In the meantime I hear that in certain important quarters there is considerable scepticism with regard to the existence of any serious intention on the part of Russia to bring forward the project in a practical form. Servia is known to be

keenly interested in it, but it need hardly be said that the scheme would have little chance of realization if it were backed at Constantinople by the unsupported diplomacy of the Servian government. It has been suggested that the transverse Balkan railway would be a bar to the development of what are commonly described as German "commercial interests" in a south-easterly direction. This suggestion is vigorously repudiated, and it is maintained that there is absolutely no divergence between the views of Germany and Austria-Hungary with regard to the economic and political bearings of a project which primarily concerns Austrian, Balkan, and Russian interests, and in the discussion of which German diplomacy would not have any direct voice.

A REMARKABLE BLAST

One of the methods of quarrying granite is to dislodge a huge sheet from the surface of the formation through the medium of a powder mine. A large perpendicular shaft is first blasted to a depth of about thirty feet. At the bottom of this and radiating horizontally, like the spokes of a huge wheel, long holes are drilled.

The extremities of these holes, says Popular Mechanics, are then shot with light charges of dynamite in order to create chambers large enough to receive large quantities of black powder. This takes weeks of ever-increasing charges.

Then the final charge is loaded. The now huge chambers at the extremities of the spokes are packed with hundreds of pounds of powder, numerous electric wires attached, and the whole mine tamped with fine material. A misty roar and rumble in the bowels of the earth and the huge sheet is detached from the ledge.

FIGHTING LIGHTNING

Much trouble has been experienced with lightning on the power transmission lines, carried on steel towers, in the States of Michoacan and Guanajuato, Mexico, but recently the difficulty has been largely overcome by the use of lightning rods and the device of suspending a steel cable above the transmission lines, each cable being brought to earth at each tower. Before these means of diverting the lightning were employed, the insulators were often bored with holes an inch in diameter by bolts of lightning. The shielding cable is regarded as affording much more protection than the lightning rods.

Miss Caustique—You evidently have a pleasant disposition, Mr. Sapleigh. At least you seem to be easily pleased.

Sapleigh—Why do you—aw—think I am—aw—easily pleased?

Miss Caustique—By the way in which you laugh at some of your own remarks.

THE 20th century belongs to Canada. To whom will Canada belong at the close of this century?

Such was the question of Rev. Dr. Young in the course of his sermon at St. James Methodist Church, and it was asked in no vein of political speculation, but as a reminder that the forces at work in building the national character to-day will largely determine the calibre of future generations, says the Montreal Gazette.

The texts were Psalm 115, 16, and Psalm 24, 1, which in the Revised Version read: "The heavens are the heavens of the Lord, but the earth shall be given to the children of men."

These passages, said the preacher, served to emphasize first the greatness and glory of God, as suggested by the thought of that firmament which is beyond mankind's control, and secondly, man's duty and responsibility in developing the earth, which had been given to him wherein to exercise his faculties. God had given man dominion over the earth and its resources, as stated in the account of the creation, but had never given over the earth wholly to man. It was still God's earth, wherein man was but the agent, intended to fulfil the divine purpose. Man's dominion over the earth was not an ownership, but a stewardship. Man awakened slowly but surely to a sense of the power that was theirs. Man, while he might be said in a sense to be

"An infant crying in the night,
An infant crying for the light,
And with no language but a cry,"

was also sovereign in his power to develop the resources of the earth. Sometimes the realization of this power brought a thought like that of the ancient monarch, who said: "Is not this Babylon which I have builded?" Men thus became proud and arrogant.

On the other hand was the sense of stewardship, by which man felt that he was bound rightly to use the gifts that had been given by God. When this sense took possession of a man, the result was a Paul, a St. Francis of Assisi, or another of the saints in history. It was the principle that produced the philanthropists in all ages. These were the two conceptions of life, ownership or stewardship, selfishness or unselfishness, and they dominated the nations of the civilized world.

It had been said that the 19th century belonged to the United States, and its truth would be confirmed in records of progress when history came to be written.

Now it was Canada's turn. It seemed the natural and logical sequence of her awakening to the powers that were hers that the 20th century must belong to her. Her people were awake to a new and vast, sense of the opportunity

with which God had entrusted them. To develop Canada and to ensure a future of Christian citizenship, that was the task divinely committed to her people. The awakening was of comparatively recent date. But it had grasped the world's imagination. Ambassador Bryce, in his recent visit, had spoken of the probability that in half a century more there would be 50,000,000 people in the Dominion, while Montreal, which from its geographical position, must be the commercial metropolis, would have a population, he estimated, of 1,500,000. One could almost wish to be alive to see those days of Canada's greatness. Yet though some of them there that evening were approaching the time when they ought to be "Oslerized," they might contribute in some way to the solving of those problems which must of necessity lie in the path of the nation's growth. When this greatness came, what kind of people would possess it? Would they be Christian citizens, possessed of that righteousness which exalteth a nation? It depended upon the ideals planted in the nation's heart today. Home life and reverence for its sanctity!—that was one of the first foundations of a people's greatness. There could be no strength, no greatness of character, no high development, except there were homes where holiness was found. Family life was instituted by God, not merely for mankind's enjoyment, but for a source of inspiration. It was the home that shaped the morals. History showed that from the gates of Eden nations had climbed upwards in proportion as their home life was pure and holy. The reverse had brought declension. In Gibbon's "Decline and Fall," it was shown how Rome's immoralities produced her decline.

Would Canada stand the test of material prosperity, which had commenced and would increase? Such prosperity tended to loosen the rivets that bound society together, to undermine the home. To pass from the cottage to the mansion, experience showed, was often to abandon the old pure influences. It was true that some could prosper and be unspoiled, "Young men," said the preacher, in closing, "it is yours to achieve success, but if you pass from the cottage to the palace of wealth, carry the family Bible with you."

From a French journal comes this little anecdote of a tutor and his royal pupil. The lesson was in Roman history, and the prince was unprepared. "We now come to the Emperor Caligula. What do you know about him, prince?" The question was followed by a silence that was becoming awkward when it was broken by the diplomatic tutor. "Your highness is right," he said, "perfectly right. The less said about this emperor the better."

Oliver Wendell Holmes—His Life and Works

HOLOWING is the full text of an interesting paper on Oliver Wendell Holmes read before a literary meeting of the Young People's Society of St. Andrew's Presbyterian Church, by Miss Lilian M. Mowat:

I am to talk to you, or read to you, for a little while tonight about our friend, Dr. Holmes. I have said "our friend, Dr. Holmes," for ever since I first read his books I have felt that he is my friend; a feeling which I am sure is shared by those of you who have read him with any attention. I remember once hearing a lecturer say that there are some writers who make their impression on the world not so much by their work as by their personalities. Sir Philip Sidney was one example, Robert L. Stevenson another. When Sidney is named, it is not of his "Astrophel and Stella" that we think, nor of the "Arcadia," but of the man himself, gallant courtier and hero of Zutphen; and Stevenson means to us not "Treasure Island," nor "The Child's Garden of Verse," but the heroic figure of the man who found gaiety and humor in life even while he fought disease. Perhaps I could not add Holmes to the list as truly, yet his personality it is which does most impress us, his personality as he discloses it to us in his roles of poet, professor and autocrat. In his case, his work is his personality. There are those who consider this subjective quality a sign of narrowness and limitation—and we hear a great deal about the objective universality of Shakespeare—but I ask you if to these limited minds of ours the individual is not more forceful than the general. Which do we love best, leaving reverence out of the question, the writer who utterly hides himself behind the creations of his mind, or the one who makes himself a living person to us? Therefore, when a man has the power of laying before us his own character, and it is a character so sweet, so strong, so sane, so wholly lovable as Holmes' was, shall we not call it not limitation but a glimpse of the infinity of genius.

Oliver Wendell Holmes was born in 1809, in Cambridge, Mass. To say Cambridge is as much as to say Boston, for there is only the narrow boundary of the Charles river between the two places; near Boston, then, Holmes was born, and in Boston he lived, loved, wrote and died. Oliver's father was Abell Holmes, a Calvinist clergyman; his mother, Sarah Wendell, of a prominent and well-born New York family. From his father, who was a capable historian and a profuse writer of dull poetry, probably he inherited some literary talent and inclination. From his mother he had, as a

greater gift, his humor, and his cheerfulness and vivacity of nature. In 1829 Oliver entered Harvard, studied law for a year, and amused himself with literature, chiefly in the form of lyrical poetry. One poem he wrote to save the bulk of the famous old battleship Constitution from destruction—a completely successful effort. His stirring lyric roused the people, and through them the naval department, and the old ship was saved from demolition. From law he turned to medicine, finding therein what seemed to be his vocation. In 1833 he went to Paris and studied hard for the next two years. In his holidays he visited Great Britain, the law countries and Italy. In 1835 he returned to his dear Boston, full of ambition. But strange to say the very traits for which he was most loved prevented his being extremely successful as a practitioner. He was too social in his habits, too witty to be acceptable to the grave Bostonians, in the medical role. However, he won prizes for some of his medical papers and lectured at Dartmouth college. His volume of medical usage is full of his most brilliant wit and his wonderful humanity. In 1840 he was married to Amelia Lee Jackson, a lady, we are told, of rare charm of mind and character. With such a mother and such a wife as Holmes had it is not strange that he possessed such clivalrous understanding of woman. In 1847 he was appointed Professor of Physiology and Anatomy at Harvard, a position he held till 1882. His lectures were, as his nature prompted, full of lively wit. Students were sent to him at the end of the day because he alone could keep them awake.

In 1836 he published his first volume of poems. In 1856 James Russell Lowell was asked by a certain publishing house in Boston to start a magazine. He promised to do so on condition that Holmes would help him. Holmes was both surprised and flattered, for he had not really been one of the select literary coterie. He threw himself into the preparations for the new magazine with all his ardor, naming it the Atlantic Monthly, the name it still bears, and in giving it its initial push into existence was himself finally started upon his literary career. In each number of the first volume was one of the "Autocrat" papers. We learn that these lovely essays saved the magazine in the financial depression of 1857. Harassed merchants bought the numbers to drown their troubles in the originality, humor and New Englandism of the Autocrat. Holmes now gave up all his medical work except his lectures and devoted himself to literature.

"The Autocrat" was published in book form in 1858, and "The Professor" followed in 1859. The "Autocrat" is generally the more

popular, but many consider "The Professor" the finer. "The Autocrat" is like a lovely stream which goes running and deliciously sparkling over the stones. In "The Professor" the stream is a little larger. It has lost a little of its sparkle, but it has gained a little in depth and volume, in pathos and purpose. In all his work Holmes had one great purpose; to convert his generation from the stern dogmas of Calvinism to a more human and merciful conception of religion. Mild as his doctrines seem to us at this time, he was at first called a freethinker and an underminer of Christianity. "The Poet at the Breakfast Table" came out in 1872, but it lacks the inspiration of the other two of the series.

Holmes was now ambitious and turned to novel writing. "Elsie Venner," that strange and thrilling story, came out in 1861. The snake element of the tale is a little bit overdone. "The Guardian Angel," which was published in 1867, was better than "Elsie Venner," both in conception and art, brilliantly witty and an absolutely life-like picture of society as it then was in a New England town. In both novels his motive was the fight against Calvinism. In 1884 he wrote a third novel, "A Mortal Antipathy," which does not equal the other two.

Among others of his writings are a memoir of Motley, 1878, a Life of Emerson, 1884, and in 1888 his "Over the Tea-cups." Considering the fact that he was then seventy-nine years old, we are amazed at the continuance of his literary power. In 1886, after a four months' visit abroad, and a triumphal progress in England much like that of Mark Twain in our own time, he wrote, "Our Hundred Days in Europe." In 1894 he died and was buried, from historic old King's Chapel, to Mount Auburn cemetery.

After his return from Paris, in 1835, Dr. Holmes lived all his life in New England, save for his trip abroad in 1866. All his life and interests settled in Boston, "that hub of the solar system." There he lived, as the years advanced, one of a brilliant literary set, known and loved by all for his sane humor and his kindness. His wonderful conversational powers made him welcome anywhere. Such a gift of talk is not granted to many. He knew something of all subjects and over all he maintained the play of his exquisite humor. Like the sparkling waters of a fountain his wit fell upon the most trivial subject, revealed in it unseen colors and hidden iridescences, refreshed it, and made it a thing of interest and delight. Among all her galaxy of humorists, America has no brighter star than he. Humor he had in its truest, purest form, not the buffoonery of Artemus Ward or Bill Nye, nor the

slang of Ade, but that delicate something, so wedded to true sentiment, which bespeaks the love of humanity, the well balanced mind and the heart of faith. Especially it is a humor very individual and original, as different as possible from that of Lowell, of Warner and Curtis, of Harris and Stockton, of Mark Twain at his best—different, yet none the less well-bred, pure, and wholesome. I spoke of humor as wedded to true sentiment, and indeed, the two never can be far apart. True sentiment is sensitive and shy. The moment it ceases to be so it becomes sentimental. It creeps upon you gently for a while, until just as you perceive that it is sentiment, just before it clogs you, humor steps in and guides it away. In return, just before constant humor tires your fickle mind, sentiment takes it by the hand. Sentiment and humor, by the infinite shading and variation of these twin qualities, the mind is kept soothed and interested. So we find it in "The Autocrat." When that worthy gets to moralizing, just at the right moment some outsider, very probably "that young fellow they call John," steps in, receives the conversation by a dextrous turn and guides it back to less profound channels. Holmes' humor always has the flavor of the soil. It is particularly and unmistakably his, it is especially and undeniably New England's; though because it is so human, it never ceases to be the world's. What more can we ask of a man than that he makes living and real for us his own personal character, and puts into words the intangible essence which creates in our nostrils the peculiar and special atmosphere of the time and place in which he lives? From him all the world learns.

Holmes was a poet. We have only to read "The Chambered Nautilus," "The Last Leaf," or any other of his graceful verses to be convinced of that. But more than that he was an essayist. In the hands of its most illustrious users, such as Bacon, Addison, Lamb, Stevenson, the essay has remained "the vehicle for conveyance of a personality." Bacon calls his essays "Dispersed Meditations." This kind of essay is the true conversation of literature, the inspired chat of literature, as Mr. Burton calls it. Its writer must naturally be a good talker, and Holmes was certainly that. We are told that as he wrote he talked, but that he talked even better. Good talkers are rare now, they say. We seem to have reached a period in which we neglect the gift of talking for that of writing. The fever of pen and ink consumes us. We wish to make ourselves acceptable to posterity; therefore we neglect our contemporaries. The true essayist, like the good talker, shuns linguistic gymnastics. He cultivates simplicity and sympathy. Holmes

is idiomatic to the point of daring, yet never slangy; and circumspect as good society demands, but never stiff. His was the genius of social expression.

The work in which his charm shows most happily is "The Autocrat of the Breakfast Table." As early as 1831, when fresh from Harvard, he wrote two small papers under this title, for the New England Magazine. Twenty-five years later he returned to this happy inspiration, with his powers matured, having gained experience, insight, and reputation, to work out to completion what had been a flash of youthful talent. Here, and in "The Professor," he talks in his own inimitable way. By so slight a link as the boarding-house breakfast-table, he connects a dozen or more aptly portrayed characters, each fresh from the mint of humanity. Between them the conversation flows back and forth, now grave, now gay, revealing as it goes characters of the talkers. For such as care for love-stories, there is a charming little one threading through each volume. In these books he shows his swift capacity for word-painting. He speaks of "the young lady they call John," of "the young lady who has come to the city to be finished off for the—duties of life," of "our landlady's youngest, called Benjamin Franklin after the celebrated philosopher of that name—a highly merited compliment," of "the poor relation in the oxygenated bombazine," among those who sit at the breakfast-table with the Autocrat. Can you not see each of them, painted thus by a single sentence, before ever they speak at all? Here, too, are the perfect touches of pathos, and of pensive sadness which fails to be melancholy or depressing because it is so full of hope and faith. The death of the Little Gentleman in "The Professor" is most touchingly told, but not too mournfully. It serves to remind us that life is not all humor and pleasantness, but full of deep and serious underlying significance. And here we find the epigram thickly interpolated. It is a kind of epigram which is more than a clever stringing of words. It always has a serious and deep meaning. But above all, above epigram and idiom, above suggested life-story and human interest, sounds forth the sublime good sense, the Christian charity, the human wisdom and the sane, sweet humor of the writer's personality.

The closing sentence of "The Autocrat" is, "I hope you all love me none the less for anything I have told you." I could venture to wish that in those who have not read Dr. Holmes, I may have stirred up a desire to do so, a desire which can never bear fruit of disappointment; and that all of you who have read him will love him all the more for anything I have told you.

Mr. Borden Popular Leader—Received Ovation at Montreal

"If the young men of Canada will awaken to a true realization of the political situation as it exists in the Dominion today, and I believe they are awakening, the victory is ours."—R. L. Borden, M.P.

HEVER before perhaps has the leader of the Conservative party of Canada more appealed to the hearts of a Montreal gathering than Saturday evening, when Mr. Borden and his friends addressed the annual banquet of the Junior Conservative club, says the Montreal Gazette. Not for long has so optimistic a feeling existed at that which pervaded the guests at the Montreal Club, presided over by the local member for St. Antoine, Mr. C. Ernest Gault, the man whom his leader described as doing much good in his own quiet way. At the table of honor were seated by the chairman: Messrs. R. L. Borden, M.P., Hon. P. E. Leblanc, M.L.A., H. B. Ames, M.P., Dr. Schaffner, M.P., Rufus Pope, ex-M.P., Lt.-Col. Labelle, Campbell Lane, Louis Beaubien, Mr. Sevigny, and T. J. Parkes, while the three vice-chairs were filled by Messrs. F. J. Curran, F. J. Whitby, and J. H. Horstall.

Following the menu and a very enthusiastic reception of the royal toast. Mr. Gault read letters of regret from Sir Alexandre Lacombe, W. B. Northrup, M.P., W. D. Staples, M.P. The following letter from the Premier-elect of New Brunswick was greeted with a round of applause:

"C. E. Gault, Esq., President Junior Conservative Club, Montreal:

"My dear Sir,—Kindly extend to the members of the Junior Conservative Club my thanks for their congratulations contained in your telegram of March 3. I trust that at the next election we will have more favorable news from Quebec than we have hitherto had, and that our friends who have been loyally supporting the Conservative party in opposition will succeed in winning a splendid victory.

"With kind regards, I am,

"Yours truly,

• J. D. HAZEN."

The keynote of the speeches which followed was absolute loyalty to Mr. Borden and confidence that the star of victory was shining very brightly just above his head. Mr. F. J. Curran, who proposed "Our Country," told the chieftain what the Junior Conservative Club had done in the past and what they would do in the future. In an eloquent speech he declared that the administration of the great national heritage which had been built

up by such leaders as Macdonald, Cartier and McGee was about to be handed over to Mr. R. L. Borden, who would prove himself the worthy successor of the distinguished trio he had just named. (Applause.) The Leader of the Opposition was given an ovation when he rose, and it was, in fact, some moments before Mr. Borden could proceed. He began by an allusion to the magnificent work being done in the House of Commons by the eleven men who sit behind him from the province of Quebec. It was something, he said, to remember that while these eleven Conservatives represented 110,000 electors, that being the number of Opposition votes cast in this province at the last federal election, the 54 Liberal members only represented about 130,000 electors. He drew attention, therefore, to the fact that a very slight displacement of votes at the coming election would give this province a great many Conservative representatives in the House of Commons, and consequently, give victory to the party.

Mr. Borden then proceeded to describe the enthusiasm that had animated the Opposition during the session now on and to declare that while formerly they required encouragement from their leader to stimulate them this was little needed now. On the contrary, Mr. Borden said, laughingly, that he could hardly prevent them from sitting for forty to fifty hours without a break. Then he told of the splendid fight his followers had quite recently put up against this novel Liberal doctrine, that the representatives of the people had no right to examine original documents that were wanted. All this sounded strange, he declared, as coming from such a man as Hon. Frank Oliver, who used to designate himself as a radical, and equally strange from Sir Wilfrid Laurier, who prided himself as being a Liberal of the English school. Mr. Borden said, however, that they had taken issue with the Government on this position, and his hearers knew that it was not the Conservatives who had rejected it.

The Conservative leader said, amid a storm of cheers, that he had absolute confidence in the honesty of the great majority of the Canadian people, and if he felt sure that the electors possessed a true knowledge of the situation at Ottawa there could be no doubt in his mind as to the coming triumph of the Conservative party at the polls. It remained, therefore, for the members of the clubs, the platform speakers, and all those who were preparing for the coming campaign to place all the facts of the political situation as it now prevails before the electorate, and as sure as fate, Mr. Borden said

Mr. H. B. Ames, M.P., Dr. Schaffner, M.P., and Mr. Rufus Pope replied to this toast. The

federal member for St. Antoine, who was the first speaker, after paying an eloquent tribute to the memory of their late lamented friend, Mr. Frank Jones, said that the Opposition at Ottawa were forging campaign material that could not but be effective when the day of battle arrived, and the reason it was effective was because the people believed in their work. The Opposition had vigorously maintained the right of free speech and free investigation, and it was noticeable that a great change had come over the spirit of the Government's dreams during the last few weeks. His parliamentary experience, he said, had not been long, but he had never before seen blows delivered with such telling effect as those delivered during this session by the Opposition. The Opposition had felt called upon to assert rights which they knew were their own, and they had asserted them in good earnest and with telling effect. There was not the same tyranny and blocking of committees as before, and the old-time arrogance had also disappeared so with the development of the vigorous campaign Mr. Ames felt bold to predict that the Opposition, following such an able leader as Mr. R. L. Borden, would complete the victory in New Brunswick by securing a victory at the next Dominion election. (Applause.)

Dr. Schaffner, M.P., said that he expected to spend the Easter holidays with the other Manitoba members in their respective constituencies, and he knew that in visiting thirty or more towns in his county every second man would be asking about Quebec. He was always met with this question: "What are they going to do in Quebec?" He felt sure that if Quebec would give them fifteen members in the next Parliament, the Laurier government was doomed. (Cheers, and cries: "You will get more than that.")

"Well," replied the speaker, "you should give us forty, but fifteen will do," and then he told what the West would be sure to do.

There would, he predicted, be thirty-four members in the next house from the country west of Lake Superior, and a large majority of them would be supporters of Mr. Borden. They would, he said, sweep British Columbia and Manitoba, and secure a majority from Saskatchewan, while Alberta would probably go Liberal.

Mr. Rufus Pope delivered a ringing speech, declaring that although the French-Canadian voters were justly proud of Sir Wilfrid Laurier, yet he was confident that as soon as they realized that his administration merited con-

demnation they would be the first to go to the polls and mark their ballots for Mr. Borden candidates. Mr. Pope said that 110,000 Quebec voters going to the polls on two successive occasions and voting squarely against Laurier, Liberalism, appeals to race feeling, whiskey and other arguments was a thing that future generations would always place to the credit of the French-Canadian people. (Applause.)

The toast of "Our Province" was proposed in a brief speech by Mr. R. Guy Harwood. Hon. P. E. LeBlanc, speaking in English, made a powerful appeal to the English-speaking people of Quebec to take a greater interest in the Quebec Legislature, for their interests were many in that body. He reviewed the different provincial regimes, and held that the present one was no better than that which had been condemned so unanimously by the electorate in 1892, when the Mercier Government was driven from power. He contended that a fair provincial election had not been held in this province for ten years, as in every case the constitution had been trampled underfoot. The Gouin government was not, however, invincible, and he declared that if the Conservative party would stand together victory would be theirs just as soon as the election takes place. (Applause.)

BRITISH RAILWAY TRAFFIC

The total railway mileage of the United Kingdom at the close of 1906 amounted to 23,063, an increase of 216 miles over that of the previous year. The paid-up capital increased from \$6,363,005,000 in 1905 to \$6,434,415,000 in 1906. The number of passengers carried on the several lines in 1906, not including persons holding season tickets, was 1,240,347,000, from whom fares amounted to \$249,413,888 were collected, against 1,109,022,000 persons carried and \$342,600,600 collected in fares in 1905. The quantity of merchandise conveyed in 1905 aggregated 461,139,000 tons, from which the receipts amounted to \$282,657,945, against 488,790,000 tons and \$291,971,085 in receipts in 1906, making the total gross receipts from all traffic \$525,658,545 in 1905 and \$541,384,905 in 1906. To these sums must be added the receipts from miscellaneous sources, amounting to \$41,996,550 in 1905 and \$44,754,690 in 1906, which brings up the total gross receipts to \$567,655,995 and \$586,139,655 for the two years respectively. The total expenditure in 1906 amounted to \$363,989,270, an increase of \$13,655,955 over those of the preceding year.

Annual Budget Speech in the Commons

OTTAWA, March 17.—(Special Correspondence).—Mr. Fielding delivered his thirteenth annual budget speech this afternoon to a crowded House and galleries. The finance minister was modest to a degree, even in the claiming of a surplus, and the note of confidence and self-congratulation which has so often turned the annual deliverance into a glorification of the works, past, present and to come, of the government was entirely absent. Today's effort was not a campaign speech. At times a note of warning was struck with no uncertain sound, and Mr. Fielding was not slow to intimate that under existing conditions there would likely be a considerable falling off in the revenue and an increase in expenditure during the next few months. The speech developed no surprises. There is to be no tinkering with the tariff, although some readjustment of the tax on tobacco is promised. The most interesting and perhaps the most important part was the explanation of the assistance given to the banks, to move the western crop. The banks are permitted to increase their circulation by 15 per cent. of their paid-up capital, for which they will pay 5 per cent. tax to the government upon the circulation thus issued. The Quebec bridge is to be taken over by the government, and an explanation was given of the financial transactions with the bridge company. Mr. Fielding's details of the liabilities of the company was not reassuring. During the past eight months over thirty-one millions have been borrowed in London and Paris. Mr. Fielding spoke for an hour and a half. Mr. Foster made an effective reply, starting at 5 o'clock and continuing after the dinner adjournment until 10 o'clock. He probed the open sore of headlong expenditure, and sternly criticized the mad expenditure of 130 millions annually. During the next ten years the government would have to provide two hundred millions to meet their already contracted obligations. The surplus claimed so boldly by Mr. Fielding was shown by Mr. Foster to be of such a gossamer character that it was easily blown away when the lid was lifted. Mr. Foster had the floor when the House adjourned, and will continue the debate on Thursday.

Mr. Fielding, who was loudly cheered on rising, said the last volume of public accounts was for a period of nine months, the broken period being made necessary by a change in the fiscal year. It was, therefore, difficult to make comparisons. The estimated revenue had been sixty-five millions, while the actual revenue had been \$67,968,328, or greater than the estimate by \$2,969,328. The estimated expenditure was fifty-two millions, whereas the actual expenditure had been \$51,542,161, or an expenditure less than the estimate on consolidated fund of \$457,838. The estimated surplus had been thirteen millions, but the minister said he was glad to be able to announce that the surplus for the nine months was \$16,427,167, or an amount of surplus greater than the estimate of \$3,427,167. The surplus, Mr. Fielding declared, amid Liberal cheers, was for the nine months greater than for any year since Confederation. The main sources of income were as follows:

Customs	.....	\$39,760,172
Excise	.....	11,805,413
Post office	.....	5,061,728
Dominion lands	.....	1,443,632
Railways	.....	6,500,009
Miscellaneous	.....	3,389,282
Total	.....	\$67,969,328

It was, of course, Mr. Fielding declared, impossible to make an accurate comparison with the previous year, but in proportion the period of 1906-07 had given a very material increase in all services over the year 1905-06. Mr. Fielding declared the customs revenue was buoyant, and there was an increase in the excise returns, while the post office continued on its way rejoicing. Up to 1902, he declared, the post office department rolled up deficits, but there had been a change since that year, and he was glad to say that department for 1907 showed a surplus of \$1,082,171. This Mr. Fielding considered was excellent. The Intercolonial also made a good showing with a revenue of \$6,248,251, with working expenses of \$6,030,171, an excess of revenue over expenditure of \$218,079. The Prince Edward Island railway, however, showed a deficit of \$67,713.

Coming to the expenditures of all kinds for the nine months ending March 30, 1907, these were:

Expenditure chargeable to consolidated fund	.....	\$51,542,161
Capital expenditure, National Transcontinental railway	.....	5,537,867
Railways	.....	1,603,701
Canals	.....	887,838
Public works	.....	1,707,871
Dominion lands	.....	526,582
Militia	.....	975,282
Making a total on capital expenditure of	.....	\$11,329,143
Special expenditures were:		
Railway subsidies	.....	\$1,324,889
Bounties	.....	1,581,944
Total	.....	\$2,906,833

Combined, these made a total expenditure of \$55,778,138. With the total revenue of \$67,972,109, this left an excess of total revenue over expenditure of \$2,193,071. Adding to this the sinking funds of \$1,177,146, the decrease in the net debt of Canada was \$3,371,117.

The Debt.

Mr. Fielding explained that the question of the public debt was an interesting one. It would not be reasonable to expect frequent reductions in the debt. Only in six years since Confederation had there been such a reduction, and four of them had been during the present administration. It was especially gratifying that, notwithstanding that every department had been administered with the utmost liberality, and in spite of special expenditures, the addition to the public debt in ten and three-quarters years had only been \$5,174,427. Mr. Fielding also added that if it had not been for the large expenditures on account of the National Transcontinental there would have been no increase in the public debt. Canada, in fact, was most modest in incurring public debt. It was gratifying also to know that the net debt of Canada per head was decreasing. Taking the calculations of the census office of the population from 1891, the amount of the net debt per capita showed a falling off. In 1891 it was \$49.09. On March 31, 1907, it was \$42.84.

Mr. Fielding estimated the expenditure on capital and special account for the current year would be thirty-three millions, making a total expenditure of \$110,500,000. The estimated revenue was ninety-six and a half millions; sinking fund, two and a half millions, making a balance at the end of the year to be added to the public debt of twelve millions.

Mr. Foster—"Cheer now."

Mr. Fielding—"It must be remembered that in the present year we shall spend nearly eighteen millions on the National Transcontinental. If it had not been for that expenditure the year would have closed, not with an addition to, but with a reduction of the public debt. He was under the impression that the large increase in population would more than balance the debt per head. At the beginning of the work on the Transcontinental the demands were not large on the treasury. From 1904 to 1907 there had been an expenditure of \$8,163,878, and to the end of the current year it was estimated that \$12,748,000, would have been spent for this work this year, so that at the end of March about twenty-six millions will have been spent on the Transcontinental.

Mr. Taylor—"And the whole road was to have been built for thirteen millions."

Mr. Fielding—"That is one of my friend's dreams."

The Coming Year.

Turning now to the fiscal year 1908-09, Mr. Fielding said: "I think I am correct when I say the general feeling of our business men is one of hopeful confidence, united with much caution. We are just emerging from a period of world-wide financial stringency. Financial systems and institutions of all countries have been severely tried. It should be a gratification to us all that none have stood the test better than those of Canada. In the single case in which one of our banks became embarrassed, sister institutions temporarily took over its affairs and its business went on without the slightest hitch, so far as the public interests were concerned. One of the conditions which accentuated the difficulties in the neighboring republic was fortunately unknown here."

Turning to what is called the hardening of money, he said: "In the United States, men lost faith in financial institutions, and withdrew their money and locked it up. Happily nothing of the kind occurred in Canada. There was a justifiable confidence in banking institutions.

While money was withdrawn it was not to be hoarded, but to be utilized in investments or other useful purposes. The curtailment of credit naturally produced some embarrassments; but even out of this condition, good may come. There was danger that the rapid expansion might lead to over trading and imprudent ventures. It is as well, perhaps, that all concerned should be warned against such things. Business has received a check, but I do not look for a continued period of depression. Conditions should improve in the early summer, and if we are blessed with a season of good crops confidence will be fully restored.

"On the part of the government it is a time for caution and yet a time for courage. Large new enterprises which would call for great outlay may well be laid aside for a little while. But the works which we already have in hand, and perhaps other works not calling for heavy outlay must not be neglected. Particularly must we not fail to push forward the great enterprise of the Transcontinental railway. We have reached a stage in the enterprise which calls for heavy expenditure, yet we feel it our duty to urge upon the commissioners the prosecution of the work, so that the new road may be completed at the earliest possible date.

"The main estimates for the year already in the possession of the House propose to appropriate on account of consolidated fund, \$76,871,471; and for capital account, \$42,365,620. Supplementary estimates will come in due course and add considerably to these appropriations. It must be remembered, however, that the estimates do not usually by any means present the actual expenditure. A considerable portion of the appropriations of every year remains unexpended, and the works concerned are provided for in the following year. As to the probable revenue for the coming year, I would wish to speak with caution. The monetary stringency is producing a curtailment of imports. Some of my hearers will regard that as a misfortune. I anticipate a falling off in our revenue in the early part of the new year. I am hopeful that later on the loss will to a considerable extent be made up,

and that in the end we shall find the revenue fairly satisfactory. I am estimating a revenue of \$96,500,000 for the year soon to close. I do not feel justified in expecting so large a revenue for the coming year. Probably it will be more likely to fall below \$90,000,000 than rise above it. Such a revenue would enable us to retain our strong financial position. We should have to be content with a reduction of the surplus. But I would expect the revenue to enable us to provide for all our consolidated fund expenditure and something as well by way of surplus. For our capital expenditure, or a considerable part of it, we shall undoubtedly have to add to our public debt. But, as I have often pointed out, it is unreasonable to expect that in a country like Canada we can carry on work of development without occasional additions to the debt. If we have to add in the coming year to our debt account, it will not be for ordinary expenditure, but for our work on capital account, and particularly for our great work of the Transcontinental railway. For that work alone we are asking an appropriation of \$30,000,000 for the coming year."

The Tax on Tobacco.

Mr. Fielding said it was intended to make some important changes in the excise laws, which, however, would not affect the revenue. It had been decided to readjust the tax on tobacco, the reasons for such a change being the desire to have a uniform license instead of a varying license, a uniform stamp and a tax on the raw leaf instead of the manufactured article. These changes were for the convenience of the department. Mr. Fielding said that Mr. Templeman, minister of inland revenue, would move the following resolution:

"That it is expedient that the Inland Revenue act be amended as follows:

"That section 275 of the said act be repealed and the following substituted therefor:

"275—The person in whose favor a license for manufacturing tobacco or cigars is granted, shall, upon receiving such license pay to the collector the sum of fifty dollars.

"That section 279 of the said act be repealed and the following substituted therefor:

"There shall be imposed, levied and collected on tobacco and cigars manufactured in Canada, the following duties of excise, which shall be paid to the collector as by this act provided that is to say:

"(a)—On all chewing and smoking tobacco, fine-cut, Cavendish, plug or twist, cut or granulated, of every description,—on tobacco twisted by hand or reduced into a condition to be consumed or, in any manner other than the ordinary mode of drying and curing, prepared for sale or consumption, even if prepared without the use of any machine or instrument, and without being pressed or sweetened—and on all fine-cut, shorts and refuse scraps, cuttings and sweepings of tobacco made from raw leaf tobacco or the product in any form, other than in this act otherwise provided, of raw leaf tobacco five cents per pound actual weight:

"(b)—On common Canada twist, when made solely from tobacco grown in Canada, and on the farm or premises where grown, by the cultivator duly licensed therefor or in a licensed tobacco manufactory, five cents per pound actual weight.

"(c)—All snuff made from raw leaf tobacco or the product in any form of raw leaf tobacco, or any substitute for tobacco, ground, dry, scented or otherwise, of all descriptions, when prepared for use five cents per pound actual weight.

"(d)—Snuff flour, when sold or removed for use or consumption, shall pay the same duty as snuff and shall be put up in packages and stamped in the same manner as herein prescribed for snuff completely manufactured—except that snuff flour not prepared for use, but which needs to be subjected to further processes, by sifting, picking, scenting or otherwise, before it is in a condition fit for use or consumption may be sold by one tobacco manufacturer directly to another tobacco manufacturer without the payment of the duty, under such regulations as are provided in that behalf by the department.

"(e)—On cigars of all descriptions, made from raw leaf tobacco or any substitute therefor, two dollars per thousand.

"(f)—On all cigars when put up in packages containing less than ten cigars each, three dollars per thousand.

"(g)—On cigarettes made from raw leaf tobacco or any substitute therefor, weighing not more than three pounds per thousand two dollars and forty cents per thousand.

"(h)—On cigarettes made from raw leaf tobacco or any substitute therefor, weighing more than three pounds, per thousand, seven dollars per thousand.

"(i)—All foreign leaf tobacco, unstemmed, taken out of warehouses for manufacture in any cigar or tobacco manufactory, twenty-eight cents per pound, computed according to the standard of leaf tobacco as hereinbefore established.

"(j)—On all foreign raw leaf tobacco, stemmed, taken out of warehouses for manufacture in any cigar or tobacco manufactory, forty-two cents per pound, computed according to the standard of leaf tobacco, as hereinbefore established.

"3—In all tobacco manufactories where less than 50 per cent. of Canadian raw leaf tobacco is used, and where 10 per cent. or more of other materials is used, such materials shall be subject to a duty of sixteen cents per pound, actual weight.

"4—All stemmed and unstemmed raw leaf tobacco and all materials and articles, the product in whole or in part of raw leaf tobacco,

which are in process of manufacture in any tobacco or cigar manufactory licensed to use foreign raw leaf tobacco, shall, in addition to the duty already paid upon the raw leaf, be subject to the difference between the rate so paid and that hereby imposed, and all other materials in stock in any factory at the time this act comes into force, shall, under the conditions of subsection 2 of this section, be subject to the rate of duty therein mentioned, and the quantity upon which such additional duty shall be paid, as well as the quantity upon which the percentage of such other materials shall be based shall be determined in such manner as the department directs. All manufactured tobacco and cigars in bond at the time of the coming into force of this act shall be subject to the rates of duty thereon now existing, and such rates of duty shall remain in effect so long as any goods to which they apply remain in the bonded warehouse of the manufacturer or any other person.

"5—That sections 280 and 281 of the said act be repealed.

"6—That an amendment be made requiring manufacturers of wood alcohol to take out a license and to pay therefor an annual fee of one dollar.

"7—That the rates of duty hereby imposed shall come into force and affect upon such day or days as the governor-general by proclamation directs.

Mr. Fielding read the following table, showing present and proposed rates:

	Present	Proposed
Chewing and smoking tobacco from imported leaf	25c	5c
Manufactured tobacco from native leaf	5c	5c
Snuff, containing not more than 40 per cent. of moisture	25c	5c
Moist snuff, containing over 40 per cent. moisture; in packages of less than 5 lbs.	25c	5c
The same, in packages of 5 lbs. and over	18c	5c
Cigars from imported leaf	\$6.00	\$2.00
Cigars from native tobacco	3.00	2.00
Cigars in packages of less than 10 each	7.00	3.00
Cigarettes from domestic leaf weighing not more than 3 lbs. per M.	1.50	2.40
Cigarettes from foreign leaf weighing not more than 3 lbs. per M.	3.00	2.40
Cigarettes from either foreign or native leaf weighing more than 3 lbs. per M.	8.00	9.00
Foreign leaf tobacco unstemmed	10c	28c
Foreign leaf tobacco stemmed	14c	42c

The Quebec Bridge.

Dealing with the government's relations with the Quebec Bridge company, Mr. Fielding recalled that last session authority was taken from parliament to advance money to that company. Authority had been previously taken to guarantee an issue of the bridge company's bonds; but the money market conditions for the sale of the latter were not satisfactory, and they were used instead only as a basis for raising advances from the banks. It became apparent to the government that the Dominion would probably have to take over the bridge and that if these bonds were sold at a sacrifice they might have to buy them back in a few years at par. Accordingly, authority was obtained to advance money to the Quebec Bridge company in the same way as money is advanced to the Montreal Harbor Commission, taking over the company's bonds as security. The government was about to act in this way when the bridge fell, and further action was suspended. Since the government recognized the fact that the bridge must be completed and that they would probably have to take the enterprise over they had determined to carry out the legislation of last session. Two million dollars had been recently advanced to the bridge company to enable it to meet part of its indebtedness to the banks, and as soon as it could be arranged they would be given the balance, a little over \$3,000,000. The bonds would then be entirely released. The banks would not any longer have a claim upon them, and the debt would become a debt like that of the Montreal Harbor Commission.

Mr. Borden asked how much the country would have put into the bridge when that transaction was completed. Mr. Fielding replied that the money actually paid in would be the \$5,016,000, with interest, plus that portion of the subsidy which was originally paid, viz., \$374,353.

Mr. Ames asked if the \$30,000,000 which the minister estimated for the Transcontinental next year included the amount required for the bridge.

Mr. Fielding—"No; the Quebec Bridge company is treated separately."

Mr. Borden—"Has the government any estimate of the additional expenditure required to complete the Quebec bridge?"

Mr. Fielding—"No."

get reciprocity with the United States, to keep Dominion lands for the settler. The whole world would have watched with interest if the present government had attempted that task. Was the task attempted? Every man in Canada knew it had not. They had gone back on all their policies, blazoned forth so loudly in opposition. In ten years, from 1896 to 1906, customs taxation rose from \$19,833,000 to \$46,064,000, excise from \$7,000,000 to \$14,500,000. The per capita tax rose from \$5.46 in 1896 to \$10 in 1906, and \$11 or \$12 in 1908. During ten years of Conservative rule the total taxes were \$287,000,000. It rose in ten Liberal years to \$430,000,000. In 1896, Mr. Foster said, the Conservatives took out of the people in taxation \$76,000 daily. In 1908 the Liberals took \$200,000 a day.

Mr. Foster dwelt at length on the reckless extravagance of the present government. He read quotations from speeches of Laurier and Cartwright in which these gentlemen, when in opposition, had gone up the side lines and concessions making the welkin ring because the Conservative government spent annually \$30,000,000. What did these men think of the \$130,000,000 which was now found necessary to keep the wheels running?

The Debt.

Taking up the matter of the debt, Mr. Foster said Mr. Fielding slid over the taxation and expenditure. The ice was very thin. Why did not the debt increase? Simply because the people were taxed to the hilt. The debt would increase, however, in the future, because a limit must come to the taxation of the people. The mad, reckless looting of the public must terminate. Then Mr. Fielding would find the debt would go up. It was easy to keep the debt from going up if the burden of taxation was put on the people. The Conservatives preferred to increase a debt of \$31,000,000 and drop taxation of the people. It was not fair to take out of a young country more than was absolutely necessary. Mr. Foster declared the only right way was to borrow the capital for large undertakings and spread the payment of interest over generations equally, and fairly. It was nice to see Mr. Fielding, even at this late hour, putting his faith in Providence, which he hoped "would bless Canada with good crops." This arm-in-arm familiarity with Providence was somewhat of a somersault.

Taking up the financial obligations of the country, Mr. Foster said between today and October, 1913, one hundred million dollars had

to be met in the way of renewing loans. That was a tremendous responsibility. Mr. Fielding had gone on madly piling up obligations without a thought of the morrow. Not a step had been taken to diminish the obligations. The minister had given no estimate of the cost of the Transcontinental between Moncton and Winnipeg. Yet he was calling for millions more. Was he putting off the evil day? Where were the mountains of information the Premier had boasted about?

Mr. Foster said all kinds of unthought of and unheard of expenditures were cropping up in the Transcontinental work. He prophesied that before it was finished the line from Moncton to Winnipeg would cost \$130,000,000. The Finance Minister had to face the problem of \$100,000,000 for renewing loans and \$1,000,000 for building the Transcontinental. These were tremendous obligations to be faced within the next five or ten years. Mr. Foster doubted whether the minister realized the seriousness of the situation. He entered upon it with too gay and facile a mind.

Mr. Foster compared Canada with the United States. The customs and excise tax per head in the United States was \$6.50, in

Canada \$11 a head. On expenditures on ordinary account, the United States was \$6.66 a head, and in Canada \$12 a head. The present administration must not think it had Heaven-given powers.

As to the Banks.

As to the dealings with the banks, Mr. Foster said the banks, as shown by the minister, did not want the imposed assistance. Then the minister came to the rescue by breaking the law of the country. He had entered the treasury, locked by the law of the country, and taken the legal reserve. This was, in Mr. Foster's opinion, a rash act. There was no absolute crisis to warrant this. Mr. Foster strongly condemned the action of the minister in not coming to Parliament before this to get a bill of indemnity. Parliament had been sitting now for four months. Was Parliament making the laws, or just a committee doing that work? It was a dangerous precedent.

Of the surplus or supposed surplus, Mr. Foster said that it was mythical, swallowed up. Mr. Fielding's anxiety for surplus had led him to pay bounties out of capital instead of revenue. If, by a change of bookkeeping, millions were added to a surplus, it was surely not a matter for boasting.

Reckless expenditure was Mr. Foster's next theme. The old rules in this regard had been obliterated. Today it was found that there was an obliteration of the line between public and private interest. For ten years large public expenditures had been made to assist private parties. Why had the Arctic made three voyages at a cost of \$400,000; what were the results? Practically nil. Why, then, was this money of the people expended on so worthless an object? The North Atlantic Trading company was paid \$370,000. To whom was it paid? Then what about that pretty pickle of fish, the Ross rifle? The Quebec bridge was also an example of the extravagant recklessness of the government. If a national work was to be built, why hand it over to the middleman? If Mr. Parent had not been such a friend of the Premier, the Bridge company would never have started that great undertaking.

Mr. Foster pointed to the mint as an example of misrepresentation or lack of information. The total deficit in the management of the Yukon from 1900 to 1906 was \$3,648,899. The telegraph line into the Yukon was another example. From 1899 to 1906 the revenue was \$707,000 and the expenditure \$1,326,000, a deficit of \$620,000.

Exploratory Survey of Peace River Country

Report in Connection With Selection of Lands.

MR. J. A. MACDONELL, who carried on an exploratory survey in the Peace River district in connection with the location and selection of the 3,500,000 acres granted to the Dominion government by British Columbia, made the following report bearing on general conditions.

The soil of the Peace River district consists principally of a yellow, clay loam carrying from four inches to twelve inches of a rich top soil and varying all over from the greater depth to the lesser depth mentioned. It carries finely distributed throughout its mass lime in the form of Selenite, and it is evident from the growth upon its surface that it is comparatively a rich and nutritious soil. This soil is universally distributed over the entire Peace River district.

The distribution of water, as far as we could judge, is not sufficient for the requirements of a newer settlement.

In many parts of the district the clay loam surface is from 50 feet to 150 feet in depth, and in most places evidently holds water which would yield an abundant supply if wells were sunk into it, but this is only supposition, as we did not test for water on our trip.

On Pouce Coupe prairie it is well watered by many streams; at about 100 feet in depth the banks show a gravel sub-soil from which water percolates into the various streams, almost from the beginning of such streams until they become quite deep in their channels of over 150 feet in depth below the prairie. When you penetrate to that depth you almost invariably penetrate the shale, and water procured there is so strongly alkaline as to be unfit for any use, of either man or animal.

The prairie surface consists generally of a moderately rolling plain, intersected by deep ravines where they cut through it on their way to join the Peace river. This fact will render railway locations in the vicinity of the river somewhat difficult, and will necessitate such locations being at a distance of 25 or 30 miles north or south of the river, in order to avoid heavy crossings, such crossings near the river being almost impossible, the ravines being 600 to 800 feet in depth and from one to two miles in width at the surface, and having badly broken and crumbling banks.

The whole of the river banks in the district are composed of shale which is in a continuous state of change through weathering and disintegration, which causes a process of denudation and constant sliding of the embankment.

Timber

The principal timber we saw in the country was undersized poplar averaging about four inches in diameter and from 20 to 30 inches in height. We saw a great deal of spruce on the hilltops, but it also was undersized and in the main unfit for railroad uses. There is birch and alder also to be found, but it is also undersized, the birch not averaging more than six inches in diameter and the alder four inches. The cottonwood (balm of Gilead) grows in the bottom of the Peace River valley.

These latter grow to a very large size, sometimes attaining five feet in diameter, but it is a loose shaky wood and is apparently unfit for economic uses. There is no red or white pine in the district, and although there has been some very fine spruce it has been almost without exception destroyed by fires, and nothing now remains of them but extensive windfalls, which act as impediments to progress through the country. There is an occasional ridge of jackpine where, as is the case in a few localities there is a greater proportion of sand mixed with clay soil.

The entire bush which grows in the country may be said generally to be undersized and scattering, thus leaving many prairie openings; this is characteristic of the entire district. We made progress through the country by following up the old Indian trails, and very seldom had any extra cutting to do, although these trails were sometimes unusually narrow and constructed by a minimum of labor on the part of the Indians. An occasional tree only required to be cut. One reason why the trails are so crooked is that the Indians never fol-

lowed the cutting in a straight line, but diverted from side to side always to get the nearest and easiest tree to cut. They also diverted said trails around marshy or soft places on their way, hence an Indian trail is sometimes twice as long as a white man would make the same road.

Minerals

We discovered a large deposit of talc on the Middle River upon the course of our first day's travel from the Pine. We discovered also two small veins of anthracite coal near the Forks; one vein was about six inches in thickness, the other vein was not well developed. We also discovered coal on the Kiskapiskow river on Pouce Coupe prairie, but did not trace up these discoveries, there being evidences of coal everywhere in the district of Peace river on the south side, or in that portion of it from which the selection is to be made.

There is also gold in the gravel bars of the Peace river, and it has formerly been secured there and panned out, yielding from \$15 to \$50 a day, but the period during which gold can be taken from the bars does not exceed two months or two months and a half of each season, and up to the present the difficulties and the cost of supplies have been so great as to discourage the miner. We discovered nothing else of economic value in the way of minerals in the country.

Climate.

The climate is thoroughly durable; the summers not so hot, nor the winters so cold as in Manitoba and Ontario. The summer nights are cool enough to enable one to sleep comfortably covered by a blanket. The winters are also durable, not reaching the extreme low temperatures of Manitoba, nor even that of Ontario. There appears to be a liability to early frosts, which liability will likely disappear through cultivation and settlement. I would not, however, advise any one to attempt to settle in the country until a railroad first penetrated and opened it up.

In the month of May the thermometer registered as the greatest degree of heat at 1:30 p.m., 78 degrees. During the month of June, 72 degrees. During the month of July, 84 degrees on one day only. During the month of August, 78 degrees on two days only. During the month of September, 70 degrees on one day only. During the month of October, 56 degrees on one day only. All of these being registered above zero, and being for the summer of 1905.

During the month of November it registered 3 below at 7 a.m. On the 29th it registered 24 below at 5 a.m., and on the 30th, 20 below at 7 a.m. On December 1st, it registered 20 below at 6:30 a.m. From December 2nd to the 6th it registered from 40 below to 4 above. From the 6th to the 8th it registered from 6 below to 6 above. From the 8th to the 19th it registered an average of about 16 above. On the 20th it registered 4 to 5 below. On the 21st it registered 10 degrees below. From the 21st to the 29th it averaged about 20 degrees above. On the 29th it registered 10 degrees below. On the 29th, 30th and 31st it averaged about 5 degrees below.

On January 1st, 1906, it registered 3 above. From January 1st to January 11th it averaged about 25 degrees above. On January 11th it registered 17 degrees below. On January 12th, 16 below. From January 12th to the 25th it averaged about 30 degrees below. From January 26th to February 1st it averaged about 30 degrees above zero. On February 5th to the 10th it averaged about 15 above. From February 4th to the 10th it registered 10 degrees below. On February 5th to the 10th it averaged about 15 above. From February 13th it averaged from 10 above and 5 below and 12 below, and 15 and 27 above, alternating above and below the zero point, for the balance of the month. During the month of March the temperature alternated between 42 above as the highest registered temperature, to 18 below, as the lowest registered temperature. During the month of April the highest registered temperature was 72 degrees, which occurred upon one day only.

During the month of May the highest registered temperature was 78 degrees, which occurred during our exploration travels on the middle branch of the Pine river. During the month of June the highest registered temperature was 82 degrees, which occurred upon one day only. During the month of July the highest registered temperature was 84 degrees, which occurred upon one day only. During the month of August the highest registered temperature was 80 degrees, which occurred upon one day only. During the month of September the highest registered temperature was 76 degrees, which occurred upon one day only. During the month of October the highest registered temperature was 68 degrees, which occurred upon one day only. During the month of November the highest registered temperature was 56 degrees, which occurred upon one day only. During the month of December the highest registered temperature was 42 degrees, which occurred upon one day only. During the month of January the highest registered temperature was 30 degrees, which occurred upon one day only. During the month of February the highest registered temperature was 20 degrees, which occurred upon one day only. During the month of March the highest registered temperature was 18 degrees, which occurred upon one day only. During the month of April the highest registered temperature was 12 degrees, which occurred upon one day only. During the month of May the highest registered temperature was 10 degrees, which occurred upon one day only. During the month of June the highest registered temperature was 8 degrees, which occurred upon one day only. During the month of July the highest registered temperature was 6 degrees, which occurred upon one day only. During the month of August the highest registered temperature was 4 degrees, which occurred upon one day only. During the month of September the highest registered temperature was 2 degrees, which occurred upon one day only. During the month of October the highest registered temperature was 0 degrees, which occurred upon one day only. During the month of November the highest registered temperature was -2 degrees, which occurred upon one day only. During the month of December the highest registered temperature was -10 degrees, which occurred upon one day only. During the month of January the highest registered temperature was -20 degrees, which occurred upon one day only. During the month of February the highest registered temperature was -30 degrees, which occurred upon one day only. During the month of March the highest registered temperature was -42 degrees, which occurred upon one day only. During the month of April the highest registered temperature was -56 degrees, which occurred upon one day only. During the month of May the highest registered temperature was -68 degrees, which occurred upon one day only. During the month of June the highest registered temperature was -76 degrees, which occurred upon one day only. During the month of July the highest registered temperature was -80 degrees, which occurred upon one day only. During the month of August the highest registered temperature was -84 degrees, which occurred upon one day only. During the month of September the highest registered temperature was -82 degrees, which occurred upon one day only. During the month of October the highest registered temperature was -78 degrees, which occurred upon one day only. During the month of November the highest registered temperature was -70 degrees, which occurred upon one day only. During the month of December the highest registered temperature was -60 degrees, which occurred upon one day only. During the month of January the highest registered temperature was -50 degrees, which occurred upon one day only. During the month of February the highest registered temperature was -40 degrees, which occurred upon one day only. During the month of March the highest registered temperature was -30 degrees, which occurred upon one day only. During the month of April the highest registered temperature was -20 degrees, which occurred upon one day only. During the month of May the highest registered temperature was -12 degrees, which occurred upon one day only. During the month of June the highest registered temperature was -8 degrees, which occurred upon one day only. During the month of July the highest registered temperature was -6 degrees, which occurred upon one day only. During the month of August the highest registered temperature was -4 degrees, which occurred upon one day only. During the month of September the highest registered temperature was -2 degrees, which occurred upon one day only. During the month of October the highest registered temperature was 0 degrees, which occurred upon one day only. During the month of November the highest registered temperature was 2 degrees, which occurred upon one day only. During the month of December the highest registered temperature was 4 degrees, which occurred upon one day only. During the month of January the highest registered temperature was 6 degrees, which occurred upon one day only. During the month of February the highest registered temperature was 8 degrees, which occurred upon one day only. During the month of March the highest registered temperature was 10 degrees, which occurred upon one day only. During the month of April the highest registered temperature was 12 degrees, which occurred upon one day only. During the month of May the highest registered temperature was 18 degrees, which occurred upon one day only. During the month of June the highest registered temperature was 20 degrees, which occurred upon one day only. During the month of July the highest registered temperature was 30 degrees, which occurred upon one day only. During the month of August the highest registered temperature was 42 degrees, which occurred upon one day only. During the month of September the highest registered temperature was 56 degrees, which occurred upon one day only. During the month of October the highest registered temperature was 68 degrees, which occurred upon one day only. During the month of November the highest registered temperature was 76 degrees, which occurred upon one day only. During the month of December the highest registered temperature was 80 degrees, which occurred upon one day only. During the month of January the highest registered temperature was 84 degrees, which occurred upon one day only. During the month of February the highest registered temperature was 82 degrees, which occurred upon one day only. During the month of March the highest registered temperature was 78 degrees, which occurred upon one day only. During the month of April the highest registered temperature was 70 degrees, which occurred upon one day only. During the month of May the highest registered temperature was 68 degrees, which occurred upon one day only. During the month of June the highest registered temperature was 60 degrees, which occurred upon one day only. During the month of July the highest registered temperature was 50 degrees, which occurred upon one day only. During the month of August the highest registered temperature was 40 degrees, which occurred upon one day only. During the month of September the highest registered temperature was 30 degrees, which occurred upon one day only. During the month of October the highest registered temperature was 20 degrees, which occurred upon one day only. During the month of November the highest registered temperature was 12 degrees, which occurred upon one day only. During the month of December the highest registered temperature was 8 degrees, which occurred upon one day only. During the month of January the highest registered temperature was 0 degrees, which occurred upon one day only. During the month of February the highest registered temperature was -4 degrees, which occurred upon one day only. During the month of March the highest registered temperature was -12 degrees, which occurred upon one day only. During the month of April the highest registered temperature was -20 degrees, which occurred upon one day only. During the month of May the highest registered temperature was -30 degrees, which occurred upon one day only. During the month of June the highest registered temperature was -40 degrees, which occurred upon one day only. During the month of July the highest registered temperature was -50 degrees, which occurred upon one day only. During the month of August the highest registered temperature was -60 degrees, which occurred upon one day only. During the month of September the highest registered temperature was -70 degrees, which occurred upon one day only. During the month of October the highest registered temperature was -80 degrees, which occurred upon one day only. During the month of November the highest registered temperature was -82 degrees, which occurred upon one day only. During the month of December the highest registered temperature was -84 degrees, which occurred upon one day only. During the month of January the highest registered temperature was -86 degrees, which occurred upon one day only. During the month of February the highest registered temperature was -88 degrees, which occurred upon one day only. During the month of March the highest registered temperature was -90 degrees, which occurred upon one day only. During the month of April the highest registered temperature was -92 degrees, which occurred upon one day only. During the month of May the highest registered temperature was -94 degrees, which occurred upon one day only. During the month of June the highest registered temperature was -96 degrees, which occurred upon one day only. During the month of July the highest registered temperature was -98 degrees, which occurred upon one day only. During the month of August the highest registered temperature was -100 degrees, which occurred upon one day only. During the month of September the highest registered temperature was -102 degrees, which occurred upon one day only. During the month of October the highest registered temperature was -104 degrees, which occurred upon one day only. During the month of November the highest registered temperature was -106 degrees, which occurred upon one day only. During the month of December the highest registered temperature was -108 degrees, which occurred upon one day only. During the month of January the highest registered temperature was -110 degrees, which occurred upon one day only. During the month of February the highest registered temperature was -112 degrees, which occurred upon one day only. During the month of March the highest registered temperature was -114 degrees, which occurred upon one day only. During the month of April the highest registered temperature was -116 degrees, which occurred upon one day only. During the month of May the highest registered temperature was -118 degrees, which occurred upon one day only. During the month of June the highest registered temperature was -120 degrees, which occurred upon one day only. During the month of July the highest registered temperature was -122 degrees, which occurred upon one day only. During the month of August the highest registered temperature was -124 degrees, which occurred upon one day only. During the month of September the highest registered temperature was -126 degrees, which occurred upon one day only. During the month of October the highest registered temperature was -128 degrees, which occurred upon one day only. During the month of November the highest registered temperature was -130 degrees, which occurred upon one day only. During the month of December the highest registered temperature was -132 degrees, which occurred upon one day only. During the month of January the highest registered temperature was -134 degrees, which occurred upon one day only. During the month of February the highest registered temperature was -136 degrees, which occurred upon one day only. During the month of March the highest registered temperature was -138 degrees, which occurred upon one day only. During the month of April the highest registered temperature was -140 degrees, which occurred upon one day only. During the month of May the highest registered temperature was -142 degrees, which occurred upon one day only. During the month of June the highest registered temperature was -144 degrees, which occurred upon one day only. During the month of July the highest registered temperature was -146 degrees, which occurred upon one day only. During the month of August the highest registered temperature was -148 degrees, which occurred upon one day only. During the month of September the highest registered temperature was -150 degrees, which occurred upon one day only. During the month of October the highest registered temperature was -152 degrees, which occurred upon one day only. During the month of November the highest registered temperature was -154 degrees, which occurred upon one day only. During the month of December the highest registered temperature was -156 degrees, which occurred upon one day only. During the month of January the highest registered temperature was -158 degrees, which occurred upon one day only. During the month of February the highest registered temperature was -160 degrees, which occurred upon one day only. During the month of March the highest registered temperature was -162 degrees, which occurred upon one day only. During the month of April the highest registered temperature was -164 degrees, which occurred upon one day only. During the month of May the highest registered temperature was -166 degrees, which occurred upon one day only. During the month of June the highest registered temperature was -168 degrees, which occurred upon one day only. During the month of July the highest registered temperature was -170 degrees, which occurred upon one day only. During the month of August the highest registered temperature was -172 degrees, which occurred upon one day only. During the month of September the highest registered temperature was -174 degrees, which occurred upon one day only. During the month of October the highest registered temperature was -176 degrees, which occurred upon one day only. During the month of November the highest registered temperature was -178 degrees, which occurred upon one day only. During the month of December the highest registered temperature was -180 degrees, which occurred upon one day only. During the month of January the highest registered temperature was -182 degrees, which occurred upon one day only. During the month of February the highest registered temperature was -184 degrees, which occurred upon one day only. During the month of March the highest registered temperature was -186 degrees, which occurred upon one day only. During the month of April the highest registered temperature was -188 degrees, which occurred upon one day only. During the month of May the highest registered temperature was -190 degrees, which occurred upon one day only. During the month of June the highest registered temperature was -192 degrees, which occurred upon one day only. During the month of July the highest registered temperature was -194 degrees, which occurred upon one day only. During the month of August the highest registered temperature was -196 degrees, which occurred upon one day only. During the month of September the highest registered temperature was -198 degrees, which occurred upon one day only. During the month of October the highest registered temperature was -200 degrees, which occurred upon one day only. During the month of November the highest registered temperature was -202 degrees, which occurred

GREAT PAGE OF HISTORY UNFOLDED



VIEWING the book just issued by the Earl of Cromer, "Modern Egypt," the London Times says:

If "that is a good book which is opened with expectation and laid down with profit," Lord Cromer's volumes amply fulfill those two conditions of excellence. Since Caesar wrote "De Bello Gallico" we can recall no instance of a great Captain of the State telling so fully and unreservedly and with such lucidity and candor, whilst still fresh in the memory of living men, the story of great events quorum pars maxima fuit. And Caesar's must have been in many respects the easier task. The story of a political enterprise, such as the transformation of Egypt, which has involved the most delicate international issues, and has dealt with grave racial and religious problems, besides fanning the flames of hot party controversies at home, must have presented for the modern Pro-Consul innumerable difficulties, which the master of Roman legions could well afford to disregard in relating the military conquest of Gaul. Lord Cromer has triumphed over those difficulties by approaching his literary task in the same spirit in which he carried out his official task in Egypt. The prudence, the patience, the admirable sanity which have been the distinguishing characteristics of the active statesman are reflected in the scientific detachment and lofty impartiality which he now displays as a historian. At times, indeed, Lord Cromer reminds one forcibly of a great judge summing up a case before a jury of his countrymen and expounding with dispassionate serenity the evidence upon which he himself and all those who have been responsible for our policy in Egypt during the last quarter of a century will stand approved or condemned at the bar of posterity. Of course, no man can really be judge as well as counsel, witness and defendant in a suit which is largely his own, but Lord Cromer may be almost said to have squared that circle.

"Twere a better story an' I could recollect the beginning." That is perhaps already the attitude of mind of many an Englishman, no longer even with the prime of life still before him, towards the story of the British occupation of Egypt. Of the younger generation amongst us not a few are inclined to assume that the responsibilities involved in the British occupation were lightly incurred in the wanton pursuit of an overweening Imperialism, and prone to criticize any methods of administration that do not wholly conform to the ideals of an advanced democracy, they refuse or are unable to realize what the condition of Egypt was before the magician's wand evolved order out of chaos and prosperity out of unspeakable misery. With the authority which belongs to an unrivaled experience dating back now for more than thirty years, to the day when as Major Baring he took up his first post in Cairo as Commissioner of the Debt in 1877, Lord Cromer has for the benefit of the British people set forth step by step the chain of events which has thrust upon them a position of great responsibility in regard to Egypt, not, indeed, unmixed with advantages for themselves, but certainly unsought for and often accepted only with pusillanimous reluctance and alarm. He has shown them at the same time that the work of rescue they have performed is one that they may well be proud of, and that though it is still far from completion, and there may still be many difficulties and disappointments in store for them, the task is worthy of their highest endeavor, so they be not "weary in well-doing." In regard to the events of later years in Egypt, and especially since the accession of the present Khedive, Lord Cromer, no doubt rightly, still considers himself under obligations of reticence; but with those which preceded and followed the British occupation up to 1892 and with the dramatic story of the Sudan down to 1907 he deals, as he truly says, "fully and unreservedly," and it is, therefore, to that part of his work that we propose to devote mainly the space at our disposal today."

Long before Ismail Pasha succeeded to the Khedival throne, Egypt had suffered much from the evils inherent to Eastern forms of despotism. She had known worse rulers than he was, more grossly incompetent and more pettily cruel; but in the East, as Lord Cromer shrewdly observes, "the maximum amount of harm is probably done when an Oriental ruler is for the first time brought in contact with the European system of credit," and this was the misfortune that befell Egypt in the civil days of Ismail. During the early years of his reign Egypt had been an earthly paradise for the European adventurer and for the native usurer, as well as for the Egyptian Pasha who happened for the time being to be the instrument of his master's capricious will and the recipient of his reckless favors. But during the later years it had become a hell upon earth for the unfortunate people of Egypt, taillable et corveable a merci, as the people of France had never been in the worst days of the old regime. Those were the times when Daudet's *Nabab* flourished exceedingly at the Court of Cairo, when a Finance Minister boasted that in one year he had squeezed £1,500,000 out of the taxpayers' pockets, when the public debt was run up within thirteen years at the rate of some seven millions a year to close upon one hundred millions sterling, when one-fifth of the arable lands in a country wholly dependent upon agriculture passed into the hands of the Khedive, and was exploited by forced labor for his sole benefit, when the trust funds of the religious foundations and of the orphan

and the widow were mercilessly pillaged "by superior order," when the Treasury was driven to such fraudulent expedients as the spindrift law of the Moukabala. This vertiginous "Rake's Progress" Lord Cromer sketches in with a masterly hand. "The origin of the Egyptian question," he frankly admits, "was financial"; but he argues with no little force that, if it was the bond-holders who brought about foreign interference, it was foreign interference that alone could and did relieve the people of Egypt from a system of government which was as ruinous to them as to the foreign creditors of the country. Sordid and sometimes even grotesque as are the details of Ismail's struggle against the forces which he had challenged, the story as told in these pages acquires something of the dignity and fatefulness of a Greek tragedy. Ismail disappears ingloriously from the scene at a nod of the two Western powers, "a victim to the insolent abuse of power." But where he had sown the wind his son Tewfik, an upright and well-meaning ruler according to his lights, reaped the whirlwind, Ismail's sham "Constitution," with which the veriest incarnation of despotism hoped to succeed in playing off the "national will" against his foreign creditors, was the protoplasm out of which, a few years later, the "Nationalist" upheaval was evolved, just as the turbulent demonstration of Egyptian officers clamoring for arrears of pay, whom Ismail had secretly mobilized against his European ministers, was the forerunner of Arabi's mutiny. Ismail had, in fact, already fallen when "the nadir of financial chaos and popular misery was reached in the summer and autumn of 1878"; but it was from the belated explosion of sullen and long-pent-up wrath engendered by the grossness of his misdeeds that British ships and British troops had to save his unfortunate successor in 1882.

Never has it been more clearly shown than by Lord Cromer's plain statement of facts how it was, indeed, under the compulsion of an irresistible fatality that Kinglake's prophecy was fulfilled and the Englishman's foot at last firmly planted in the valley of the Nile. When it was first proposed, at the beginning of 1876, to place Egyptian finances under European control France and Italy each agreed to select a commissioner, but Lord Derby declined to appoint an English one on the ground that her Majesty's government was unwilling to interfere in the internal affairs of Egypt. After the introduction of Anglo-French control it was to the initiative of France, reluctantly followed by the British Government, under the pressure of political considerations in Europe on the eve of the Berlin Congress of 1878, that the measures were taken in Cairo which led up to the downfall of Ismail. Again, in the winter of 1881-2 it was Gambetta who invariably shaped the diplomatic action of the two Powers in Cairo, with the result, if not with the intention, that military action was bound sooner or later to ensue. Gambetta fell before the final crisis, but "he exercised a decisive and permanent influence on the future course of Egyptian history. Lord Granville, M. de Freycinet, and others might do their best to put back the hands of the clock, but it was impossible that they should ever restore the status quo ante Gambetta." England to the last fought, almost blindly, and certainly with the clumsiness of the blind, against her destiny. Not for the first or for the last time she was willing to accept even the armed intervention of Turkey in Egypt. She welcomed the assembling of a European Conference in Constantinople in order, as Lord Granville put it to the Porte, that we should be able "to meet the pressure that would be put upon us to take immediate and independent action." It was not at our wish that the French fleet sailed away from Alexandria a few hours before Admiral Seymour opened the bombardment. Internal dissensions and mistrust of Germany—Prince Bismarck's share in

preventing French co-operation with England at that stage deserves to be closely studied—finally induced the French to stand altogether aloof. Even Italy's co-operation was invited by the British government and refused, professedly out of regard for the susceptibilities of the Sultan, an argument significantly akin to that which had been used by the German ambassador to Paris at the same time as Lord Granville was being assured by the German ambassador in London that "in the event of the British government taking action on their own initiative they would receive the moral support of Germany." Lord Dufferin himself has pointed out how the prolonged endeavors he made to induce the despatch of a Turkish force to join hands with Wolseley in Egypt, even after the stricken field of Tel-el-Kebir, merely served to ruin his reputation as an honest man, whilst enhancing it as a diplomatist. There is quiet but well-merited irony in Lord Cromer's observation that "English history affords other examples of the government and people of England drifting by accident into doing what was not only right, but most in accordance with British interests"; but it may well be doubted whether they have ever drifted quite so helplessly as when they drifted into the British occupation of Egypt.

Nor did they cease to drift after the occupation had taken place. No sooner was the Englishman's foot planted in the valley of the Nile than, "fearful of what he had done, he struggled to withdraw it." But the same fatality which had compelled him to plant his foot there compelled him to keep it firmly planted. It is at this stage that the drama reaches to truly tragic heights. Whilst the short-lived storm had burst and passed away over the delta of the Lower Nile, a tempest of tropical fury had arisen unobserved and was sweeping over the vast territories on the White and Blue Nile, extending to the great lakes of Central Africa, which had been more or less nominally subjected to the authority of Cairo during the course of the nineteenth century. If the Egyptian pashas had chastised their own people with whips, they had chastised the Sudanese with scorpions. Before England had had time to take stock of the situation in Egypt itself and of her new relations with the Egyptian government, "a formidable rebellion, the suppression of which would tax to the utmost their military and financial resources," had broken out in the Sudan. Who was to advise or to help them at that critical moment in "the adoption of a rational and practical policy" save England? But just as the British government had closed their eyes to the stern logic of facts in Egypt, so also now in the Sudan. They were "in no way responsible for the operations in the Sudan which have been undertaken under the authority of the Egyptian government, or for the appointment or actions of General Hicks." Then in the autumn of 1883, just at the moment when Lord Cromer, who had left Egypt at the end of 1880 to be finance minister in India, returned to fill the post of British representative in Cairo, came the rudest of awakenings with the annihilation of the Egyptian forces under Hicks Pasha in the waterless desert of Kordofan. The flowing tide of Mahdiism rolled on irresistibly toward Khartoum. Could it even be stayed there? Failing the employment of British or of Turkish troops—the former was permanently refused by the British government, the latter was clearly never seriously contemplated—the only possible policy was complete evacuation of the Sudan. It had become "an unpleasant but imperious necessity," as Lord Cromer speedily realized, but it was extremely unpalatable to the Egyptian government. Mr. Gladstone and his colleagues were vacillating and irresolute in taking action, but they could be prompt and resolute enough in laying down a course which would, as they hoped, avert the

necessity for action. Not only did they endorse Lord Cromer's recommendations for the entire withdrawal of the Egyptian forces from the Sudan, but when Cherif Pasha, the Egyptian prime minister, showed a strong determination to reject that policy, Lord Granville bluntly intimated that Egyptian ministers and governors, so long as the British occupation continued, would be expected to carry out the advice of the British government or forfeit their offices.

Lord Cromer's vindication of the policy of withdrawal appears to us irrefragable. It had at any rate the supreme merit of looking facts in the face, but its execution unhappily furnished fresh opportunities of vacillation and irresolution of which the British government availed itself abundantly. The copious and lucid exposition of the lamentable episode which ended in the fall of Khartoum and the death of Gordon is perhaps the most valuable and complete contribution to history which these volumes contain. It has, moreover, the most poignant human interest, for it brings into startling relief the cruelty of the position into which Lord Cromer was forced as the intermediary between the home government, which could never make up their minds at all, and the heroic visionary whose mind was always made up, but was unhappily seldom made up for more than a few days—sometimes for not more than a few hours—in any fixed direction. Lord Cromer had great misgivings from the first as to the wisdom of sending any European officer up to Khartoum, and still greater misgivings as to the selection of General Gordon for such a mission. Nor does he spare himself in judging his own share of responsibility. Se juge, nemo nocens absolvitur. It is not from any narrow inability or ungenerous failure to appreciate Gordon's splendid qualities that he acknowledges how deeply he still regrets having waived his original objection to that perilous adventure. "Had I known General Gordon better, I should certainly," he states, "never have agreed to his mission." Whether, in any case, the British government would have listened to his objection seems more than doubtful, for public opinion was loud and insistent, and, like McKinley, Mr. Gladstone always had "his ear to the ground," listening for the vox populi. Scarcely had Lord Cromer with a heavy heart bidden farewell to Gordon, who left Cairo "in excellent spirits and hopeful of success" on the night of January 26, 1884—a date to be remembered—that he began to receive from him in quick succession that "large number of very bewildering and contradictory messages," which gave rise to many painful controversies at the time of the publication of Gordon's diary. Gordon's sudden and incoherent revulsions of opinion must have been a matter of constant and harassing perplexity for a man of Lord Cromer's cautious deliberation and thoughtful judgment, but with unfailing patience he set himself "to distinguish between such proposals of General Gordon as represented his matured opinions and others which were mere bubbles thrown up by his imaginative brain, probably forgotten as soon as made." Unfortunately, it was just "the valuable residuum" which Lord Cromer knew how to extract from Gordon's superabundant output of schemes and plans that the British government, far more hopelessly bewildered than their agent in Cairo, would have nothing to do with. For the residuum was Zobeir, and Zobeir smelt of slave-hunting. Gordon's "mystic feeling" in favor of the employment of Zobeir grew into a settled conviction as he came to closer and closer quarters with the appalling difficulties of his task. Gordon's ill-fated lieutenant, Col. Stewart, to whom full justice is for the first time done in these pages, gradually came round to the same view. Nuban Pasha, the astute Prime Minister of Egypt, supported it. Lord Cromer cast the whole weight of his deliberate judgment in its favor, and so cogent

were the arguments he used that the British government were for a moment on the point of acquiescing, though they dreaded the outcry in England, if it became known that they were dallying with slavery in the person of Zobeir. Gordon's own impatience and impulsive destroyed whatever chance there might have been of securing what he wanted. He communicated his views to Mr. Power, the luckless correspondent of The Times in Khartoum, for publication in this paper. He wrote in his journal that he had asked openly in this way for Zobeir "in order to save her Majesty's government from the odium of such a step." It was a generous indiscretion, but it was a fatal one. It provoked a frenzied outburst of sentimental hostility at home. The Anti-Slavery Society took the lead in marshalling the forces of righteous indignation. The Opposition scented the chance of defeating the government in the House of Commons. The danger to ministers, if they acceded to Gordon's demands, was imminent and definite. Gordon was far away, and the danger to him, if they rejected his demands, was less obvious and definite. They made no attempt to explain the situation or to enlighten the public. They had yielded to an emotional wave of popular feeling when they sent him to Khartoum. They yielded without an effort to another but opposite wave when they refused to let him have Zobeir.

Worse things still were, however, to follow. Having rejected Gordon's demands, the least, it would seem, that the British government could have done should have been to face the probable consequences of their action. It is impossible even at this distance of time to read without a blush of shame the pages in which Lord Cromer records at full length and with impressive restraint the long-drawn story of fatuous hesitation and delay which led up to the final catastrophe at Khartoum. As early as April 14, 1884, Lord Cromer urged the British government to prepare for a relief expedition. Lord Wolseley had tendered the same advice in London, even a few days earlier, from the military point of view. The Government replied with requests for fuller information, and when they had the information, in so far as it was obtainable at all, they placed their own construction on it. Well might Gordon write in the bitterness of his heart: "It is as if a man on the bank, having seen his friend in the river already bobbed down three times, hails: 'I say, old fellow, let us know when we are to throw you the lifebuoy. I know you have bobbed down two or three times, but it is a pity to throw you the lifebuoy until you are really in extremis, and I want to know exactly, for I am a man brought up in a school of exactitude.'" When the lifebuoy was at last tardily thrown, it was too late. "Mr. Gladstone was slow," Lord Cromer remarks, "to recognize facts when they ran counter to his wishes. The natural result ensued. The facts asserted themselves." And later on he closes this momentous chapter of history, never before related with such fulness of documentary evidence and personal knowledge, with the following passage, too weighty not to be quoted at length:

In a word, the Nile expedition was sanctioned too late, and the reason why it was sanctioned too late was that Mr. Gladstone would not accept simple evidence of a plain fact, which was patent to much less powerful intellects than his own. Posterity has yet to decide on the services which Mr. Gladstone, during his long and brilliant career, rendered to the British nation, but it is improbable that the verdict of his contemporaries in respect to his conduct of the affairs of the Sudan will ever be reversed. That verdict has been distinctly unfavorable. "Les fautes de l'homme puissant," said an eminent Frenchman, "sont des malheurs publics." Mr. Gladstone's error of judgment in delaying too long the despatch of the Nile expedition left a stain on the reputation of England which it will be beyond the power of either the impartial historian or the partial apologist to efface.

Lord Cromer's balanced judgment scarcely ever leaves room for criticism; but we may perhaps venture to suggest that, scrupulous as he is to do justice to the noble but erratic genius whose shortcomings he had cause to realize more painfully than anyone, and whole-hearted as is the tribute which he pays to Gordon's memory, he perhaps scarcely recognizes sufficiently the magnetic quality of the man to which, as much as to his military capacity, must have been due the protracted resistance offered by Khartoum to the overwhelming hordes of barbarism that surged up for months against it in vain. After he had sent away Stewart and Power in September Gordon was the one Englishman left in Khartoum to keep treachery at bay within its ramparts as well as to superintend its defense against the external foe. He fell at last on the fateful 26th of January, 1885, one year, day for day, after he had started from Cairo. He fell, as Lord Cromer well says, *felix opportunitate mortis*, but could any other but Gordon have held the fort as long as Gordon did before he fell? More than that. Was it not, even in a higher degree than Lord Cromer himself suggests, the national sense of shame engendered by the hero's death which steeled the determination of the British people never again to shrink either from their appointed task in Egypt or from its inevitable corollary, the reconquest of those regions which were henceforth indissolubly associated in the popular mind with Gordon's tragic fate? Is it not even permissible to ask whether, had not Gordon died, as he did, in Khartoum, the British and Egyptian flags would ever, or at least so soon, have waved there again?

The Anglo-Russian Relations

AT a meeting of the Central Asian Society, the London correspondent of the *Novoe Vremya* since 1892, gave a lecture on "Anglo-Russian Relations." The chair was taken by Lord Ronaldshay, M. P., says the London Times.

M. de Wesselitsky, who spoke for an hour and a half, gave a comprehensive survey of the history of Anglo-Russian relations from the time of Peter the Great with the object of showing that these relations were traditionally cordial, and that the differences of recent years had their origin in Asiatic and not in European affairs. The Crimean war was due to an unfortunate series of miscalculations by diplomatic experts, and it was now generally recognized that, in the famous phrase of Lord Salisbury, England had put her money on the wrong horse. It was only, however, in the period of 20 years from 1885 to 1905 that the relations between the two countries were consistently marked by mistrust and suspicion. During the Boer war he was one of two or three continental publicists who dared to support the English cause; and he only had the opportunity of doing so because the editor and proprietor of the *Novoe Vremya* allowed him liberty, as London correspondent, to dissent from the editorial policy. Russia's steady refusal to listen to counsels of intervention helped to pave the way for a better under-

standing, and an improvement in the diplomatic relations between the two countries began in 1903-4. Russia spontaneously recognized England's position in Egypt, and England spontaneously gave assurances of a non-aggressive policy in Tibet. The idea of an agreement on questions of Asiatic policy took shape. Among the elements in the situation pointing to the strong desirability of the understanding was the moral disturbance of the balance of power in Europe caused by Russia's war with Japan. Another great factor was the awakening of Asia and the spread of nationalistic sentiment among her peoples. The Russian people had always known the treasures of English literature far better than the English people had known Russian literature, and their admiration of the English (whom they knew to be at least open enemies and not treacherous friends) had stood in the way of the growth of Anglophobia. Russian assent to a policy of Asiatic agreement arose, not from fear or calculation, but from a recognition of the mutual advantages derivable; it was facilitated by the belief that it was well worth while to make sacrifices to win back the traditional English sentiments of sympathy and regard. The convention marked a new era in the history of both Europe and Asia, and one from which great beneficent results might be expected. It set free for other work great forces which the

two nations had kept up to resist one another's supposed designs. It showed that both countries had reached the limit of Asiatic conquest and would fully respect the independence of those Asiatic countries which they had not absorbed. It gave the best possible security for the maintenance of a stable balance of European power, for it might almost be described as a French as well as an Anglo-Russian agreement. It served as a great protection not only to the smaller states of Western Europe from Sweden to Switzerland, but also to those of the Balkan peninsula, for it opened the door for an effective European concert in respect to the unfortunate nationalities of that region. He earnestly hoped that the re-establishment of cordial relations between the two Great Powers would lead to a great increase of intellectual contact between their peoples; and he was convinced that trade relations would be stimulated. In particular, he would like to see Englishmen having the largest share in the opening up of Siberia; and he looked for Anglo-Russian co-operation in building new railways and developing trade routes to Mongolia and Western China, and also in the establishment of railway communication with India, which must surely come.

A brief debate followed, in which Lord Ronaldshay, M. P.; Mr. Hart-Davies, M. P.; Colonel C. E. Yate, and Mr. F. H. Skrine took part.

Forest Reserve

AN important announcement was made at the Dominion Forestry Convention here yesterday by Hon. Sydney Fisher, who told the forestry enthusiasts that the Dominion Government had decided within a very short time to set aside the whole vast area of the eastern slope of the Rocky Mountains for all time as an inalienable forest reserve, says the Montreal Gazette of March 13th. This included, he stated, the whole region of the foothills from the boundary almost indefinitely north as far as the timber went, and it would be preserved from settlement, but from time to time cut over under strict regulations, so that it would constitute for all time a permanent natural asset to the West, which needs timber so badly. The announcement was heartily cheered by the convention, which includes in its attendees representatives of most of the provinces, as well as lumbermen and others from all over the Dominion.

During the course of the day Mr. Robert Meighen, in the course of a forcible speech, declared that neither the Dominion nor various provincial governments were doing their duty in regard to the conservation of the forest wealth of the country.

That neither the Dominion nor provincial governments are doing their duty in working to preserve the forest wealth of Canada for this and future generations, was the opinion expressed by Mr. Robert Meighen yesterday afternoon at the Dominion Forestry Convention in a brief and forcible speech. And, without thinking of politics in such a connection, there seemed to be a general assent to that proposition. In the course of a long discussion of the various dangers that assail the forests of the country, the conclusion was at once reached that fire was the worst, and that quite inadequate means were as yet being taken by the various governments to guard against this, to such an extent that some large lumbering concerns are undertaking the employment of fire rangers for themselves. A further danger in this direction, it was pointed out, had arisen since the starting of construction work on the new transcontinental railway, which will run through some of the finest forest lands in the Dominion. It was stated by several speakers that the Italians and other foreigners employed on the construction work were perfectly indifferent whether they started forest fires or not, with the result that considerable damage had already been done, and there was liability of much more in future, without considering the danger from the railway itself when it should be in running order. It was this consideration which brought Mr. Meighen to liven up the discussion.

Another feature of the question of the national forest wealth which was discussed, and will probably be taken up still further today, was that of the deliberate denuding of the whole face of the country by farmers and settlers, who regarded the woods as their natural enemy, and ruthlessly cut them down, with results that were already becoming apparent in the older portions of the country.

This matter was brought up by an interesting paper contributed by Mr. E. G. Joly de Lotbiniere, in which he recounted the experiments begun by his father on the seigneurie of Lotbiniere 30 years ago, and still continued. The plan adopted on this estate to preserve the forests from the recklessness of the settlers was by creating compulsory timber reserves on every piece of land sold. This was done by a clause in the deed of sale providing that a certain portion of the lot should never be cultivated, but should be preserved as a permanent wood lot for the use of the purchaser and those coming after him, with a proviso of a penalty of \$100 for each infraction of the clause. The lots were so arranged that in all cases they should be contiguous, so as to preserve something in the semblance of a forest.

This plan, Mr. de Lotbiniere said, had been in continuous use for 30 years, and had proven entirely successful, the settlers not only strictly observing it themselves, but keeping jealous watch upon their neighbors to see that they did not infringe upon the timber reserve. As a result, during the whole time the penalty clause had not once been called into play.

Mr. W. W. Price, assistant chief of the department of forestry at Washington, which employs some 13,000 people, also gave an excellent address, in which he briefly outlined the work of the department in administering the 160,000,000 acres of forest reserves they controlled. The real problem, he considered, both in the United States and Canada, was to awaken public sentiment to a realization of the necessity of stopping the terrific waste of forest products that had been going on for so long. As matters stood the whole available supply of standing timber in the United States would be used up in 20 or 30 years at the present rate of consumption, while in many districts the end was already in sight. It was to prevent such a catastrophe that they were working, and he regarded the case as far from hopeless, with the certainty that their campaign was already bearing fruit.

In a discussion later on as to the greatest enemy the lumber interests had, Mr. Robert Meighen, who has large lumber interests in New Brunswick, declared that one of the greatest foes of the lumbermen was the ignorance of the people and the apathy of the governments.

"As the servants of the people," he asked, "have the governments of the provinces and the Dominion risen to the occasion and adopted proper legislation to conserve the forests for this and future generations? I say they have not. In Quebec and New Brunswick the new Transcontinental will pass through hundreds of miles of the best timber land, and it will be depleted by that road through forest fires, not only by trains, but through the carelessness of those engaged in construction work. It is high time that the governments concerned saw the danger, and legislated to protect these interests."

Churchmen Took Part

This was the first time in years that the Dominion Forestry Association's annual convention has been held in Montreal, and was marked by several innovations that proved decidedly interesting to the visitors from other provinces. Not the least of these was the keen and practical interest displayed in the association's work by the leaders of the Roman Catholic Church. The dais of the exchange room at the Board of Trade was graced by several bishops and other dignitaries, who took a lively part in the convention. Amongst the Fathers of the Church present were Archbishop Bruchesi, Bishop Racicot, Mgr. J. U. K. Laflamme, Dean of the Faculty of Arts at Laval, and Canon Dauth, of the same institution. Every one of these contributed to the success

of the day's work, Archbishop Bruchesi giving an address of welcome, in which he referred with evidence of practical knowledge to the forest problems of the country, while Mgr. Laflamme, who is a recognized expert on forestry, contributed an able article, showing the disastrous consequences of the ruthless manner in which farmers throughout the country have been and are using the forest resources of their farms. Canon Dauth also gave an address, while Mgr. Racicot opened the general discussion, so that the interest of the Church militant in the fight of the association was very much in evidence.

Another novel feature was the introduction of the bi-lingual system into the work of the association. Hitherto it has been conducted in English, but in order to create more interest in the work in so rich a forest region as the province of Quebec, it was decided not only to introduce the use of French into the discussions, but to have the official reports published in both languages. While most of the discussion was conducted in English, Mgr. Laflamme read his paper in French, and it was partly debated in the same tongue. Mr. de Lotbiniere, however, presented his paper in English.

An air of formality was given to the opening session by the presence of Sir Louis Jette, lieutenant-governor of the province, with his aides de camp in uniform, to open the convention, which he did with a brief speech in commendation of the work of the association. His Honor was accompanied by President H. M. Price, of the association, Archbishop Bruchesi, and Hon. Sydney Fisher.

Mr. Fisher's Announcement

Hon. Sydney Fisher, minister of agriculture, made an excellent speech, in the course of which he aroused hearty cheers by announcing that the Government had decided to greatly extend its forest reserves in the West.

"In appearing here today," said Hon. Mr. Fisher, "I speak for the Government in saying that it is most earnestly enthusiastic in its desire to preserve the forest wealth of those lands over which we have control. In pursuance of this we have during the past few years added vast sections to our forest reserves in British Columbia, as has been advocated by your association. I am now able to say to you that it is the decision of the Government in the near future that the whole eastern slope of the Rocky Mountains, stretching from the boundary line northwards almost indefinitely, shall be set aside as an inalienable forest reserve. (Loud cheers.) That, however, does not mean that the trees and produce of this immense region shall not be utilized by this and succeeding generations. To properly conserve that it is necessary that the wood crop should be gathered year after year, time after time and utilized in the best manner for the benefit of the people of this country. The people of the West will not be deprived of the products of this region, but the lumber will be from time to time cut for their use under proper forestry regulations, in such a way as to conserve its resources for all time, yet so as still to supply the immediate necessities of the settlers on those western prairies where lumber is so hard to get." (Applause.)

Speaking as a farmer, Hon. Mr. Fisher dwelt at length on the necessities of the land in the way of wooded protection to conserve the moisture and regulate almost the work of the seasons, and paid a warm compliment to the Roman Catholic clerics of this province for their wise and patriotic work in teaching these principles to the farmers. He regretted to say that the farmers of Quebec were perhaps the worst offenders, against nature's laws in this regard in the province, and expressed the hope that through the work of the schools and clergy of the province they might be educated to a proper appreciation of the necessity of a proportion of woodlands before it was too late.

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MEXICO A SAFE LAND

MR. E. S. CLOUSTON, vice-president and general manager of the Bank of Montreal, who arrived yesterday from the City of Mexico, stated that property interests in the Republic are really safer than in the Dominion of Canada, says the Montreal Gazette in a recent issue. He was never more impressed with the stability of that country and the soundness of its financial and commercial position than during the present visit.

Mr. Clouston and party remained in the capital of Mexico about a week, and says that no one could converse very long with Finance Minister Limantour without realizing the eminently powerful character of the men whom President Diaz had been able to gather around him. President Diaz was, said Mr. Clouston, proud of his Indian blood, and, in fact, the Mexicans of all walks of life looked up to him as their trusted chieftain, hence the great hold he had upon the people and the stability of the state.

Mr. Clouston said he had heard many good things said of the vice-president, Señor Coral, who appeared to be a man trained on the same lines as Señor Diaz. The vice-president of the Bank of Montreal added that it could not be expected that Mexico should escape the effects of the general financial stringency, as a result there was a depression in mining operations, and, as the Republic was a very large exporter of metals, the effect of this would probably be felt for some time to come.

Mr. Clouston said he was very well pleased with the success attending their banking venture in the City of Mexico, for he found that their branch in the capital was doing at least two-thirds of the exchange business of the country during the recent financial troubles. As a matter of fact, he had found Canadians and Canadian institutions extremely popular with both the official and mercantile world of Mexico, which could not but be profitable to those who were promoting more extended trade relations between the southern republic and the Dominion of Canada.

"Did you see anything like a rapprochement between the people of Mexico and those of the United States as a result of Secretary Root's visit to the Mexican capital some few months ago?" was asked.

"No, I cannot say that I saw any evidence of this," was Mr. Clouston's reply, and he significantly added: "The Canadians are very popular in Mexico at the present time." Mr. Clouston had the pleasure of meeting the famous English engineer, Sir W. Pearson, who has constructed so many of the leading public works of Mexico, one of his latest being the Mexican Transcontinental railway, which has been built from Coatzacoalcos, on the Gulf of Mexico, to Salina Cruz, on the Pacific coast, some 145 miles. This road, Mr. Clouston said, has been such a great success that a double track will probably be laid in the very near future. All of the raw sugar from the American possessions in the Pacific for New York and elsewhere was carried over this railway, and, as there can be no competition until the Panama canal is completed, say ten or twelve years hence, the amount of traffic for this road could be easily calculated. Mr. Clouston observed that even when the waterway was cut through the Isthmus it would be very difficult to divert the tremendous volume of trade which would then be taking the Mexican route.

"On the whole," said Mr. Clouston, "Mexico cannot but have a very great future. They have immense resources still undeveloped or scarcely touched, and the governments of the Republic of the several states as well as of the large cities appear to have fallen into excellent hands, and, as for vested rights, they are as safe as in any country I know of, even safer than in Canada."

Being asked if there was anything new in the rumoured amalgamation of Tramway with the Mexican Light, Heat & Power company, Mr. Clouston said there was not, although he believed that it would be the right policy for all concerned if they could be brought together. As for the power company, he said that everything pointed to a very successful enterprise, the one temporary drawback being that business had come so much more rapidly than they expected, while the amount of coal to be purchased, pending the completion of their big dam, which will be finished in about ten or twelve months, had been a good deal more than they had anticipated when work was commenced.

Mr. Clouston had traveled through a good portion of the United States on his way to and from the City of Mexico; it was suggested to him that he must have heard a good deal of American politics while en route. Yes, he replied, and he was surprised to hear in several parts of the South that President Roosevelt was well considered. In fact, he had been told in the state of Missouri that Roosevelt and McKinley had been the two most popular Republican presidents that the South had ever known.

The rapid consumption of the world's timber reserves, says the Springfield Republican, gives interest to a recent survey of the great Kena forest in Africa, the tropical continuation of a line of forest running through Cape Colony, Natal, and the Transvaal. According to a recent colonial report of the survey, it is 287 miles long by eight broad, and comprises 1,000,000 acres of timber at a height between 6,000 and 9,000 feet above sea level. It is estimated that the total value is \$115,000,000, the interest on which would exceed the total expenditure of the East Africa protectorate.

During a storm a crane in the shipbuilding yard of Messrs. Beardmore & Co., Dalmuir, was blown down, doing great damage, and with two men, fell into the river. Both men were drowned. The crane was being used in connection with the construction of the battleship Agamemnon.

Germany's Aim

OUNT Paul Wolff-Metternich, the German ambassador, was the guest of the London Chamber of Commerce at a dinner at the Trocadero, says the London Times of recent date. Sir Albert Spicer, M.P. (President of the Chamber of Commerce), occupied the chair, and among those present were Lord Joicey, Lord Claud Hamilton, Sir Felix Schuster, Herr Wilhelm von Stumm (Councillor of the German Embassy), Dr. H. Johannes (Consul-General for the German Empire), Herr Otto Krauel (vice-president of the Hamburg Chamber of Commerce), Mr. Charles Charlton (chairman of the council of the chamber), Sir Edgar Speyer, Baron Bruno Schröder, Sir George R. Palmer, Sir Max Waechter, Mr. Stanley Machin, Sir Henry Kimber, M.P., Mr. Algernon Law (Foreign Office), Sir Roper Parkinson, the Agent-General for Western Australia (Mr. C. H. Rason), the Brazilian Minister, the Consul-General for Roumania, Lieutenant-General J. Wimburn Laurie, Mr. J. G. Colmer, and Mr. Charles E. Musgrave (assistant secretary of the chamber).

After the health of "The King," The Chairman gave the toast of "The German Emperor." The German Ambassador, who acknowledged the toast, said that his Imperial Majesty would be much pleased when the telegraph apprised him that the London Chamber of Commerce had honored his Ambassador with an invitation on that occasion. The Emperor cordially reciprocated any symptoms of good will that came from this country, for which his Majesty had always had much esteem and consideration. (Cheers.)

The Chairman, in opening a discussion on "Anglo-German Relations," said that he believed men of commerce could do a great deal to promote and maintain friendly feelings between the two countries. Lord Joicey, Herr Otto Krapel, and Sir Henry Kimber, M.P., having spoken,

The German Ambassador, in reply, said that he was glad of that opportunity of stating his views on the subject of Anglo-German relations. It seemed almost superfluous that he should do so after having listened to many friendly assurances towards Germany which had been given on that occasion. He could only endorse what they had said and express the wish that the same friendly sentiments might spread and prevail outside that assembly. (Hear, hear.) The underlying substance of what constituted the relations between nations was partly real, partly imaginary. So far as it was real he had much confidence in the relations of our two countries, and he should give them presently the reasons for the confidence which he felt. With regard to the imaginary side of the question he was less confident. They could not catch a phantom, and the will-o'-the-wisp was a bad guide. They must patiently wait till those bogies disappeared. If they were constantly told that their neighbor was a bad fellow who meant to harm them, they naturally grew suspicious of him but if year after year passed quietly by, and they perceived that their neighbor was peacefully looking after his own affairs without unduly interfering with theirs—when, furthermore, they even saw in their neighbor a disposition to make many a good bargain with them, the warnings of those who painted him black would die away unheeded. (Hear, hear.) Let them look at the actual facts by which the relations between Germany and England were guided. There was through centuries an unbroken record of amity between them (cheers.) down from the Middle Ages, when the German empire held a commanding position in the heart of Europe and the Hansatic league carried on with England a flourishing trade to the remotest part of the then known world up to the present time when reunited Germany had again become powerful in the council of nations. There was no skeleton hidden away in a cupboard that stood between us and that might spread and prevail outside that assembly. (Hear, hear.) The underlying substance of what constituted the relations between nations was partly real, partly imaginary. So far as it was real he had much confidence in the relations of our two countries, and he should give them presently the reasons for the confidence which he felt. With regard to the imaginary side of the question he was less confident. They could not catch a phantom, and the will-o'-the-wisp was a bad guide. They must patiently wait till those bogies disappeared. If they were constantly told that their neighbor was a bad fellow who meant to harm them, they naturally grew suspicious of him but if year after year passed quietly by, and they perceived that their neighbor was peacefully looking after his own affairs without unduly interfering with theirs—when, furthermore, they even saw in their neighbor a disposition to make many a good bargain with them, the warnings of those who painted him black would die away unheeded. (Hear, hear.) Let them look at the actual facts by which the relations between Germany and England were guided. There was through centuries an unbroken record of amity between them (cheers.) down from the Middle Ages, when the German empire held a commanding position in the heart of Europe and the Hansatic league carried on with England a flourishing trade to the remotest part of the then known world up to the present time when reunited Germany had again become powerful in the council of nations. There was no skeleton hidden away in a cupboard that stood between us and that might spread and prevail outside that assembly. (Hear, hear.)

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German relations than they were. (Cheers.) If this was so, it showed conclusively that trade did not stand between the two countries. The enormous volume of Anglo-German trade formed, on the contrary, a link between our two nations, a pledge for the continuance of undisturbed relations, and a guarantee, perhaps the strongest of all, that, as in the past, so in the future, there should be no serious strife between us. (Cheers.) He had observed with much satisfaction that an arrangement had been come to lately in a sphere where a good deal of commercial friction had been going on for some time. Competition between different lines of steamships, or indeed in any other branch of business, and the friction which might result therefrom, was by no means restricted to the ships of different nations. The quarrel might equally happen in one's own country. But he was extremely glad that the shipping interests of the two countries had been brought into line by mutual agreement. (Hear, hear.) In no sphere of commercial activity had Germany made such strides as in her shipping trade, and it was perhaps but natural that the English elder brother should have felt somewhat uncomfortable when he saw the young giant stretching his limbs. That was why he was especially glad that they had "buried the battle-axe," and had come to a friendly understanding almost all along the line. (Cheers.)

International Questions

The last subject which he wished to touch upon that evening lay in the realm of international politics, and had stood for some time in the foreground of public discussion. The condition of the Balkans had been, and was, a matter of much concern to Europe. It was a sad sight to witness the lawlessness prevailing in Macedonia, the bloodshed, the assassination, and the plunder which had been going on there for a long time among the population of the different races. The German government most seriously hoped that steps might be taken by the European powers to put a stop to the massacres in Macedonia. (Cheers.)

Their policy and efforts were therefore directed towards the united action of Europe in order to bring about useful reforms. There was another matter which had been engaging public attention within the last few weeks—namely, the proposed Austro-Hungarian Sanjak railway, and as it had been much discussed in the press, perhaps he might also say a word on it. The German government had, of course, not the slightest reason for not looking with sympathy at the railway scheme to which their friend and ally was entitled by treaty right. Any railways in Turkey would be welcome to Germany as a means of pacification, of spreading trade and commerce, of opening up the country, and so restoring those unhappy regions to a condition more in accordance with civilized life. (Hear, hear.) It was, however, an utter fabrication, and one that had been repeated almost daily for some weeks by the Press, that Germany had instigated her ally to build that railway. The Austro-Hungarian Monarchy was best able to judge for herself what was in her own economic interest. (Hear, hear.) Reverting, in conclusion, to the subject of Anglo-German relations, he remarked that trade, though an important factor, did not fill up the full measure of our relations. There were other considerations which, though of a less material, were yet of an equally important nature. For instance, both of us were an upright, honest, truthful, peace-loving, and strong people. Both countries were carrying on a civilizing mission in the world with the same seriousness of intent and purpose. Let the two countries be mindful of the true meaning of this, and they need not be afraid that their relations would ever be disturbed: (Cheers.)

THE POLAR RAILROAD

Sir Hiram Maxim on Aerial Navigation



SIR HIRAM MAXIM contributes the following article to the London Times:

The result of recent experiments must have convinced every thinking man that the day of the balloon is past. A balloon, from the very nature of things, must be extremely bulky and fragile.

It has always appeared to the writer that it would be absolutely impossible to make a dirigible balloon that would be of any use, even in a comparatively light wind. Experiments have shown that only a few hundred feet above the surface of the earth the air is nearly always moving at a velocity of at least 15 miles an hour, and more than two-thirds of the time at a velocity considerably greater than this. In order to give a balloon sufficient lifting power to carry two men and a powerful engine, it is necessary that it should be of enormous bulk. Considered as a whole, including men and engine, it must have a mean density less than the surrounding air, otherwise it will not rise. Therefore, not only is a very large surface exposed to the wind, but the whole thing is so extremely light and fragile as to be completely at the mercy of the wind and weather. Take that triumph of engineering skill, the "Nulli Secundus," for example. The gas-bag, which was sausage-shaped and 30 ft. in diameter, was a beautiful piece of workmanship, the whole thing being built up of gold-beater's skin. The cost of this wonderful gas-bag must have been enormous. The whole construction, including the car, the system of suspension, the engine and propellers, had been well thought out and the work beautifully executed; still, under these most favorable conditions, only a slight shower of rain was sufficient to neutralize its lifting effect completely—that is, the gas-bag and the cordage about this so-called airship absorbed about 400 lb. of water, and this was found to be more than sufficient to neutralize completely the lifting effect. A slight squall which followed entirely wrecked the whole thing, and it was ignominiously carted back to the point of departure.

We now learn that the War Office is soon to produce another airship similar to the "Nulli Secundus," but with a much greater capacity and a stronger engine. In the newspaper accounts it is said that the gas-bag of this new balloon would be sausage-shaped and 42 ft. in diameter, that it is to be provided with an engine of 100-horse power, which is claimed will give to this new production a speed of 40 miles an hour through the air, so that, with a wind of 20 miles an hour, it will

still be able to travel by land 20 miles an hour against the wind. Probably the writer of the article did not consider the subject from a mathematical point of view. As the mathematical equation is an extremely simple one, it is easily presented so as to be understood by any one having the least smattering of mathematical or engineering knowledge. The cylindrical portion of the gas-bag is to be 42 ft. in diameter, the area of the cross section would therefore be 1,385 square feet. If we take a disc 42 ft. in diameter and erect it high in the air above a level plain, and allow a wind of 40 miles an hour, which is the proposed speed of the balloon, to blow against it, we should find that the air pressure would be 11,083 lbs.—that is, a wind blowing at a velocity of 40 miles an hour would produce a pressure of 8 lbs. to every square foot of the disc. Conversely, if the air were stationary, it would require a push of 11,083 lbs. to drive this disc through the air at the rate of 40 miles an hour.

A speed of 40 miles an hour is at the rate of 3,520 ft. in a minute of time. We therefore have two factors—the pounds of resistance encountered, and the distance through which the disc travels in one minute of time. By multiplying the total pounds of pressure on the complete disc by the number of feet it has to travel in one minute of time, we have the total number of foot pounds required in a minute of time to drive a disc 42 ft. in diameter through the air at a speed of 40 miles an hour. Dividing the product by the conventional horse-power 33,000, we shall have 1,181 horse-power as the energy required to propel the disc through the air. However, the end of the gas-bag is not a flat disc, but a hemisphere, and the resistance to drive a hemisphere through the air is much less than it would be with a normal plane or flat disc. In the "Nulli Secundus" we may take the co-efficient of resistance of the machine considered as a whole as 0.20—that is, that the resistance will be one-fifth as much as that of a flat disc. This, of course, includes not only the resistance of the balloon itself, but also that of the cordage, the car, the engine, and the men.

Multiplying 1,181 by the co-efficient .20, we shall have 236; therefore if the new balloon were attached to a long steel wire and drawn by a locomotive through the air, the amount of work or energy required would be 236 horse-power—that is, if the gas-bag would stand being driven through the air at the rate of 40 miles an hour, which is extremely doubtful. Under these conditions, the driving wheels of the locomotive would not slip, and therefore no waste of power would result. But in the dirigible balloon we have a totally different state of affairs. The propelling screws are very small in proportion to the airship, and

their slip is fully 50 per cent—that is, in order to drive the ship at the rate of 40 miles an hour the screws would have to travel at least 80 miles an hour. Therefore, while 236 horsepower was imparted to the ship in driving it forward, an equal amount would have to be lost in slip, or, in other words, in driving the air rearwards. It would therefore require 472-horse power instead of 100 to drive the proposed new balloon through the air at the rate of 40 miles an hour.

It will be seen from this calculation that the new airship will still be at the mercy of the wind and weather. Those who pin their faith on the balloon as the only means of navigating the air may dispute my figures. However, all the factors in the equation are extremely simple and well known, and no one can dispute any of them except the assumed co-efficient of resistance, which is here given as .20. The writer feels quite sure that, after careful experiments are made, it will be found that this co-efficient is nearer .40 than .20, especially so at high speeds when the air pressure deforms the gas-bag. Only a slight bagging in the front end of the balloon would run the co-efficient up to fully .50, and perhaps even more.

It is understood that the engineers of the government who built the "Nulli Secundus" are now building a true flying machine. This is certainly a move in the right direction. In the early days, when engineers first commenced to think of the possibility of navigating the air with machines heavier than the air—that is, true flying machines—they encountered a lot of accepted mathematical formulae of Newton and others, which was extremely discouraging, and, as we know now, misleading in the extreme.

Let us look at the question from the standpoint of the mathematicians of 40 years ago. It was said that if a plane were driven through the air at a set angle, the lifting effect would be equal to a wind blowing upwards against a normal plane of the same size, at the same velocity that the air was pushed downwards by the plane; that is, if an aeroplane were 20 in. wide, and the front or advancing edge 1 in. above the horizontal, it would naturally press the air downward one-twentieth part of its horizontal velocity.

With a speed of 80 miles an hour the air would be pushed downward four miles an hour, and the lifting effect on the aeroplane would be equal to a wind blowing upwards against a plane of the same size at a velocity of four miles an hour.

When the writer was conducting his experiments at Baldwyn's park, the late Lord Kelvin and Lord Rayleigh witnessed them on several occasions, and Lord Kelvin wrote that the experiments had proved most conclusively

that Newton's law, as applied to such matters, was altogether wrong. Lord Rayleigh was of a like opinion, and later on he delivered a lecture to prove that the old conception of our mathematicians was very wide of the truth, and that the lifting effect of aeroplanes was vastly greater than any one had ever supposed. The older mathematicians seem to have reasoned it out in the following manner.

The force of the wind against any object is in proportion to the square of the velocity; therefore, if an aeroplane 20 in. wide, with the front edge tilted 2 in. above the horizontal, will push the air downward twice as fast as it would if it were raised only 1 in., then the lifting effect would be four times as great. They therefore established this law—that the lifting effect of aeroplanes was in proportion to the square of the sine of the angle.

According to this way of thinking, one aeroplane, 20 in. wide, with the front tilted 2 in. above the horizontal, will lift twice as much as two aeroplanes of the same dimensions, with the front edge tilted only 1 in. from the horizontal; but Lord Rayleigh has made experiments, demonstrating beyond all doubt that the two aeroplanes, in which the sine of the angle is one, will lift considerably more than one aeroplane in which the sine of the angle is two. Therefore the old formula is extremely misleading; moreover, some recent experiments made by the writer show that when well-made aeroplanes, placed at an angle of 1 in. 20, are driven through the air at the rate of 80 miles an hour, the lifting effect is very much greater than any one has ever supposed.

There is no doubt that if an aeroplane were placed at the very low angle of 1 in. 40, and driven through the air at the rate of 100 miles an hour, the lifting effect would be considerably more than 100 times as much as would be shown by the use of the old formula that I have referred to.

When a body is falling through the air, like a weighted plane, the air below it is formed into a species of a cone, and the velocity imparted to it in getting out of the way of the falling plane is not very great. The inertia of the air below the plane has already been disturbed before the plane reaches it, but when the aeroplane is driven through the air at a high velocity and at a slight angle, it is constantly running on to new air, the inertia of which has not been disturbed, and therefore, the greater the speed the greater the effect. In the experiments at Baldwyn's park the writer found that when the machine was driven along the track at the rate of only four miles an hour, the lifting effect on the windward side was some tons greater than on the lee side.

Then, again, when the screws were running, and the machine was tied up to the track,

a sudden gust of wind would give a momentary screw thrust, at least double what the usual thrust was. In this way, the stays that supported the ends of the blades were sometimes broken and the screws destroyed. The recent success of Mr. Farman's machine in Paris clearly demonstrates that the machine which the writer had studied out and experimented with at Baldwyn's park was constructed on the right lines. That machine had superposed aeroplanes covered with woven fabric. It had fore and aft horizontal rudders. It was provided with wheels on which to run until a speed was obtained sufficient to lift it from the earth. It was driven by screws placed directly aft the point of greatest atmospheric resistance. Mr. Farman's apparatus has all of these features. The only change necessary in the writer's machine was to replace the steam engines, boiler and water tank by the new light and powerful motor, that has resulted from the careful and expensive experimental work conducted by the builders of racing cars, which is now available. In the latter machine the lifting effect was more than 2,000 lbs. greater than the weight of the machine. It was, indeed, the first machine that was ever made in which the lifting power was greater than the weight of the machine itself, but a very large and level field was necessary for manoeuvring purposes, and this space was not available at Baldwyn's park. The writer, however, ascertained in experimental work all the formulae necessary in order to construct successful flying machines.

Scientific men, during the last twenty years, have maintained that it was only a motor that was necessary. Professor Langley and others have said "Give us the motor and we will give you the flying machine," and now that we have the motor—thanks to the excellent work of the motor-car builders—there is no reason why one should not go on and manufacture flying machines, and sell them at a price not greater than half the price of a motor-car. In the writer's machine there was a degree of refinement, as far as making things light and strong was concerned, such as has not even been attempted in Mr. Farman's machine. If a machine were carefully made and provided with the best motors now to be obtained—which are still susceptible of being reduced in weight without any decrease in their efficiency—then machines could be made which would do a great deal better than would appear to be possible at the present moment. However, we have already reached the beginning of a new and very important epoch, and thousands of the cleverest men in the world will soon be at work producing flying machines and taking out patents for new devices and discoveries in this line.

The House of Commons

THE Lord Mayor and Lady Mayoress gave a dinner at the Mansion-house "to meet the Masters of the Livery Companies of the City of London," says the London Times.

Among the guests were Lord Halsbury (chairman of the Council of the City and Guilds of London Institute), Lady Halsbury, Mr. Balfour, Alderman Sir Henry and Lady Knight, Sir Trevor Lawrence (president of the Royal Horticultural Society) and Lady Lawrence, Sir E. Durning-Lawrence, Sir Frederick Banbury, M.P., and Lady Banbury, Sir Albert Spicer, M.P. (president of the London Chamber of Commerce) and Lady Spicer, Alderman Sir G. Faudel-Phillips (president of Bridewell and Bethlem Hospitals) and Lady Faudel-Phillips, Alderman Sir Alfred Newton (governor of the Irish Society), Alderman Sir W. Vaughan-Morgan (treasurer of Christ's Hospital), Sir William Christie (Astronomer Royal), Mr. Edward Boulnois, Sir Douglas Straight, Sir William Lancaster, Mr. Seymour Lucas, Mr. Alderman and Sheriff Burnett, Mr. Sheriff Wakefield, Mr. Under-Sheriff Langton, Mr. Under-Sheriff Algar, and Sir William Soulsby.

The loyal toasts were duly honored, the Lord Mayor, in proposing "The Health of the King," reminding the company that his Majesty had been a Freeman of the City of London for more than 45 years; he was still a member of some of the great City guilds, and he had always taken the greatest interest in the work of the City and Guilds Institute. (Cheers.)

The Lord Mayor afterwards proposed "Continued Prosperity to the Livery Guilds of the City of London and the Health of their Masters or Prince Wardens."

The Master of the Mercers' Company (Mr. Blakesley) responded.

Alderman Sir Henry Knight proposed "The Houses of Parliament."

Lord Halsbury, responding for the House of Lords, said that before such an assembly they could only discuss questions relating to the two houses without reference to political questions which certain theorists had raised. As a result they had to content themselves with harmless platitudes. (Laughter.) For instance, they might say—he believed it was a sentiment more than 2,000 years old—that an unbridled democracy sometimes led to a condition of things in which public men both spoke and acted as if they were not speaking and acting for the good of the State, but to please the popular mind at the moment; and he be-

lieved that the writer in question went on to point out that that led to a deterioration of public statesmanship, which was popularly called politics, from the fact that people were sometimes induced when they had been returned for popular constituencies to pledge themselves to things which were not according to the goodness of the State, but because they thought that the greater number of votes would prevail. (Laughter and "Hear, hear.") On such an occasion they only looked on such matters theoretically, not practically; they were not thinking of anything now urgent before the public mind; but if we ever had what was the great bugbear of those early Grecian States, which taught us the lessons of liberty—if we should ever have a system in which public speech was suppressed, if ever a condition of things should arise in which the rights of property should be disregarded (hear, hear), a condition of things in which it was supposed that nobody had a right to anything, it would be a desirable thing to have an Assembly such as the House for which he was responding to stand in the way and bring people to a better mind—to point out to them that all human society depended upon the recognition of certain rights—the right of free speech and the right of property, and that if both these were disregarded civilization itself was imperilled. (Cheers.)

Mr. Balfour, who was loudly cheered, in replying for the House of Commons, said that he had been pained to notice that Sir Henry Knight, in proposing the toast, had reserved all his praise for the House of Lords. He was, in fact, not sure that his friend had said anything at all about the House of Commons except that it was lucky that there was a House of Lords to keep them in order. ("Hear, hear," and laughter.) He did not feel inclined to give in to that view. He was a House of Commons man. He was not such a pessimist as his friend Sir Frederick Banbury, who, he believed, took a very gloomy view of the future of our country. He did not deny that there were dangers in front of us; but up to the present the vigor of the common-sense, and the statesmanship of this country had been sufficient to ward off those dangers as they had arisen and to preserve uninjured in any fundamental particular the heritage our ancestors had handed down to us. (Hear, hear.) Although he admitted that at the present time, perhaps more than at any period within the recollection of any of those he was addressing, there did seem to be forces at work imperilling interests upon which the whole basis of society, in his opinion, depend-

ed, yet he did not take a pessimistic or hopeless view of the future of the House of Lords, of the House of Commons, or of the country. Nor was he disposed to agree with those who saw a perpetual process of deterioration going on in the Lower House. He was very doubtful whether those who were really careful students of Parliamentary history would admit that that decadence had proceeded to the lengths which many contemporary critics seemed to suppose. He quite granted—he was not going into details—that the difficulties of getting through public business and the amount of public business which they were asked under the auspices of some governments to get through—that those two difficulties, taken together, had seriously interfered—it was the opinion of everybody—with the hereditary liberty of criticism which the House of Commons ought to possess. (Hear, hear.) He further admitted that no complete or satisfactory solution of that difficulty had yet been proposed; but, after making that admission he was not prepared to go further. He saw a great many changes which he would like in the personnel of the House of Commons, but he did not admit that the general character of that Assembly, even though he belonged in political opinion to only a small fraction of it—he did not admit that the constitution of that Assembly, so far as the actual individuals were concerned, making abstractions of their opinions from which he differed, showed that deterioration which so many people were pleased to find. After all, if he was wrong, if he took too sanguine a view of what this House of Commons was, or of what future Houses of Commons were to be, the fault did not lie with the House of Commons itself, as they would suppose from the attacks of some critics was the fact, but with those who returned the members of the House of Commons. (Hear, hear.) He had much to complain of in the opinions of the present House of Commons as a whole, but on that subject all he could say was that he saw some signs of improvement—(laughter and "Hear, hear")—which was steady, and perhaps as rapid as circumstances would permit. But he was not discussing opinions; he was discussing the general character of the individuals sent up to represent the opinions of the constituencies; and if there was deterioration, which he was unwilling to admit, it was the constituencies, and the constituencies alone, which were to blame. If he might take those present as representing the public, then he said that if there were faults in the Assembly for which he was responding, those faults were due to them and not to the House of Commons, because as electors they had ill used the powers which the Constitution gave them to return members of Parliament. He hoped they would improve the quality of the opinions which the House of Commons represented. (Hear, hear,) and laughter.)

The consul-general says that the Mexicans are watching the Canadians very closely in educational as well as in business matters, and it was only the other day that the Finance Minister expressed the pleasure he felt at the progress made in the capital by the Bank of Montreal. "Why, would you believe it," said Mr. Ansell, "the Bank of Montreal in Mexico already does more business in exchange than any other bank in the capital of the Republic." Then, as for the educational part of it, he met a lady delegate who had been sent by the Mexican government to the Dominion of Canada to enquire into our kindergarten system in vogue in the different centres of culture in Canada, all of which goes to show how well



R. D. A. ANSELL, consul-general for Mexico, who has returned from a two months' sojourn in the republics of Cuba and Mexico, brings some interesting facts and figures relative to the growing commercial relations between the Dominion and the land of General Diaz, says the Montreal Gazette. Business increased over 100 per cent. between the two countries last year, and by the way it has started this year it looks as if the increase would be even greater than that of 1907. Canadian barley has especially taken a large place in Mexican imports, no fewer than 15,000 bags having been exported from Canada during the month of January. On the Pacific side, the trade between the two countries is also expanding, as in January 100,000 feet of building lumber, 5,000 railway ties and 500 tons of coal were sent to Mexico, while 319,000 kilos of Mexican salt were imported into that province for the fisheries.

Mr. Ansell had not been to the republic for three years, and he was amazed at the stride the country has taken, both as regards its domestic and foreign trade. The crop of coffee this year will be very large, although the demand from all parts of the world is so considerable that there will be no decrease in the price. The great future of the trade is in the fact that Mexican coffee has in a large measure taken the place of the Java on the world's breakfast table. Coatapetec, in the state of Jalapa, is the centre of the Mexican production, and while Mr. Ansell was there a Canadian business man purchased 600 bags of that article. The sugar crop is also a very large one, as the plantations have been greatly extended in several of the states. Canadian boots and shoes are also looked upon favorably in Mexico, but greater care must be taken in the manufacture of ladies' wear, as the women have much smaller feet than their sisters from the north.

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disposed the Mexican people are towards the people of Canada.

Great things are on the tapis in the Republic, and Mr. Ansell says that the question of taking over all the railways by the state will be a live one in the very near future. He was astonished at the fine advance the country had made in military matters, and from all he could see, the days of revolutions are past and gone, never to return. The money stringency has, of course, been felt somewhat, but certainly not so extensively as in the United States or Canada. Another question about to be taken up by the Mexican minister of Fomento, or Interior, is that of immigration, and no doubt this will result in a very energetic policy, for the present government of Mexico never does anything by halves. He also says that the army is being furnished with the most improved weapons, and it was his good fortune to be present at the testing of a new cannon in the presence of the president, when firing was done at the rate of 20 shots a minute; and also that of the new Porfirio-Diaz rifle, a Mexican invention, when 55 shots a minute were obtained, all of which greatly interested and pleased the Grand Old Man of Mexico, General Diaz. Thirty years ago Mexico's present representative in Montreal wrote that the capital of the southern republic was the most magnificent city on the continent of America, and he now returns with the declaration that the capital still holds that place, pre-eminent among the great centres of the continent.

He spent also some time in Cuba, where everyone is talking and orating about absolute independence, yet Mr. Ansell still thinks the people require the steady guiding hand of the Anglo-Saxon in political affairs. Cuba, however, will prosper, although he opines that she will never become great country like the Latin state of Mexico. The carnival was at its height when Mr. Ansell was in Havana, and he saw Mayor Cardenas crown Senorita Ramona Garcia as Queen of Beauty. There was a poem recited, a triumphal procession, bands of martial music and the queen was presented with a cheque for \$500.

At a meeting in the National theatre which Mr. Ansell attended, supreme Cuban control was advocated. The first speaker was General del Castillo, who proclaimed once more his uncompromising attitude in favor of absolute independence, and was loudly cheered. General Bouza, who followed General Loynaz, asserted that Cubans would not submit to any further restriction of her independence, the Platt Amendment being a load sufficiently heavy to carry.

The "All-Red" Imperial Fast Steamship Scheme



URING the course of a notable speech in the House of Commons on March 29, the Hon. Cliford Sifton said:

"I am taking up, I think, the time of the House longer than I ought, but I am going to ask the House to listen to me while I say a few words upon a subject which has been somewhat discussed in the press and which is known, whether rightly or wrongly, as the "All-Red Route." I may say at the outset that I have not the slightest intention of offering to the House an exhaustive discussion of the subject, because that would involve going into details and figures which would be wearisome and would not add anything in the long run to an intelligent appreciation of the subject. If the government should bring this matter before the House, they will furnish all the figures and details and the hon. members will then have an opportunity of studying them better than they would if I were to give them at present.

"When the conference, which took place last spring between the various colonies of the empire met in Great Britain, they passed a resolution which no doubt the honorable members are quite familiar with, but which, for the purpose of forming a basis for discussion, I shall take the liberty of reading. The resolution passed then was as follows:

"That in the opinion of this conference the interests of the empire demand that in so far as practicable its different portions should be connected by the best possible means of mail communication, travel and transportation; that to this end it is advisable that Great Britain should be connected with Canada, and through Canada with Australia and New Zealand, by the best service available within reasonable cost; that for the purpose of carrying the above project into effect such financial support as may be necessary should be contributed by Great Britain, Canada, Australia and New Zealand in equitable proportions."

"Now, some of the members of the press in Canada have asked what is the scheme known as the All-Red route. How did it originate? Where did it come from? Well, this is the scheme and this is where it originated; in the passing of this resolution by the conference. All the parties to the conference agreed to the resolution, so that this resolution is the unanimous expression of opinion of all the participants in the conference. Therefore, we may take it as fairly and definitely settled that Great Britain, Canada, New Zealand and Australia have committed themselves to the principle of an improvement in their means of communication, the greatest and the best improvement that can be made at reasonable expense.

"My business took me to England last fall, and before going there I had some conversation with my right hon. friend the prime minister (Sir Wilfrid Laurier) upon the subject, and as I had taken a great interest in the matter, it was arranged that I should informally and unofficially, do what could be done to promote the movement in favor of carrying out this resolution. I think the House will readily understand that there are a great many things to be done before a formal resolution of this kind will result in anything practical being done. There are divers interests to conciliate or overcome, there is a vast amount of ignorance upon the various departments of the subject to dissipate, and there are difficulties of an international character in regard to negotiations to overcome. Then there was the question—a very serious question in Great Britain—whether public opinion would justify the government of that country in undertaking the financial support of this scheme.

England Will Help.

"While all the different governments were united in their declaration of a desire to carry out this proposition, it would be a very different thing, as we all can understand, before they could be asked to agree upon a definite proposition as to how much should be spent, how it should be spent and to what definite purposes it should be devoted. I think the position of things in England improved somewhat during the last year, and I did what I could to bring about the improvement during the visit I made to London. I had the opportunity of discussing the subject, unofficially and informally, with the president of the board of trade, Mr. Lloyd-George, and on several occasions with the chancellor of the exchequer. The conversations we had, of course, could not be repeated, in any event, as they were not official or formal, they could not be made the basis of an engagement. But I may say without indiscretion that I feel satisfied as a result of what I saw that when Canada, Australia and New Zealand go to the government of Great Britain with a definite proposition they can count on not only serious, but sympathetic consideration for that proposition. That is as far as one can go in connection with the subject, and as far as we would expect anyone to go, even though we did bring it formally before them at an earlier stage of the negotiations.

The Object in View

"Now in reality, what was the scheme which the delegates of the imperial conference had in mind when they brought up this subject? They had something definite in mind, though it was not set out in the resolution. What they had in mind was a service from Great Britain to Canada of steamboats equal in equipment and service to the best upon the Atlantic and giving an average speed of twenty-four knots. They had in mind, also,

the idea of the fastest possible service across Canada, and a service from Vancouver to New Zealand and thence to Australia, by ships of about 9,000 tons burden, making an average speed of eighteen knots on the Pacific. That is what they had in mind and the calculations that have been made and the discussions that have been held have been based upon the idea that the service would be of that class.

"As matters stand at present New Zealand is very badly served in regard to her mail service. The service by way of San Francisco has broken down entirely and at present New Zealand gets her mail by way of Australia, the service taking thirty-eight days from London, England, to New Zealand. The service by the plan proposed would take the mail from London to the Canadian ports in less than five days, to Vancouver in nine days, and from London to New Zealand in not more than twenty-five days. Thus New Zealand would gain thirteen days in her mail service. Australia would not gain anything in time, because her service goes the other way, but she would have an alternative route which would be of considerable value to her. I may say on that point it is admitted by all parties that the route for this Pacific service must be by way of New Zealand to Australia.

Pacific Plain Sailing.

"There are technical steamship reasons for that, but the fact is admitted that if you are to have a fast service from Vancouver it must go to New Zealand first and then to Australia. There are no difficulties upon the Pacific in regard to this service—that is, no natural difficulties; the natural difficulties are all upon the Atlantic side.

"There are a number of things that have to be considered in connection with the service. The first series of questions which we have to consider—which I do not desire to discuss at length, but only briefly to mention—relate to the physical side. Calculations have been made, and discussions have been carried on on the basis of the service being from Liverpool to Halifax in winter, and from Liverpool to Quebec in the summer. I have no desire to express any opinion on the subject as to where the terminal points should be. If I were to venture to express an opinion on that subject that opinion would be the one I have already expressed—that the winter port should be at Halifax and the summer port at Quebec. But, obviously, no one can be committed to that at the present time. The governments of Great Britain and Canada have to act on the subject, and they have to agree with the company in regard to the transaction of the business, and then will be time enough for the question of ports to be settled. Meantime, we can only discuss it hypothetically on the basis of these ports, and consider how we can meet any difficulty that may be raised in regard to the physical questions of the case.

Canadian Route Shorter

"Now the distance from Liverpool to Halifax is 2,485 knots; from Liverpool to Quebec, south of Cape Race, 2,807 knots; Liverpool to Quebec, via Belle Isle, 2,633 knots. From Liverpool to New York by the shortest actual route is 3,026 knots. Thus, Halifax has an advantage of 541 knots over New York; Quebec, by the southern route, has an advantage of 225 knots, and, by the Belle Isle route, of 393 knots.

"Now the computation of time for the best steamers is generally made from Daunt's rock, just outside of Queenstown, to Sandy Hook. While this affords a mode of computing the performances of different vessels, it does not give us much information as to what the actual length of the voyage is in time.

"As a matter of fact, in a 24-knot boat going from Liverpool to Halifax and allowing four hours for loss of time and delays in getting away, one would go in four days and twelve hours; from Liverpool to Quebec via Belle Isle, allowing six hours for delays, we go in four days and twenty hours; from Liverpool to Quebec via Cape Race we go in five days and six hours.

"The actual time of the Lusitania, when she first broke the record on the Atlantic, was five days, eighteen hours and fourteen minutes, and I think she has clipped an hour or two off that since.

"So the time saved between Liverpool and New York and Liverpool and Halifax would be a whole day and six hours, via Cape Race twelve hours, via Belle Isle twenty-two hours.

"That gives the actual saving in time, taking it for granted that you have a boat of the same class as regards speed as the Lusitania or the Mauretania.

Smaller Boat, But Speedy

"Now, as to the possibility of getting a boat of that kind there can be no serious question, because I have in my possession, for the purpose of getting information on the subject, a definite offer from a company whose ability to construct a vessel like that is beyond question. The mere mention of the name would be quite sufficient to satisfy everybody. I have a definite offer for the construction of a vessel of 20,000 tons, equipped in every respect as the Lusitania or the Mauretania and capable of making 24 knots in ordinary weather, or a 25-knot boat. So it would not be necessary to have a boat constructed the size of the Mauretania or Lusitania in order to get a speed of 24 knots.

"That is a most important point, because we could not put a boat of that size upon the Canadian route, there would not be sufficient traffic for it. I may say upon the question of the cost of ships that an estimate was secured from a responsible firm at the request of one of the officers of the Canadian govern-

ment that there might be definite information on the subject.

"There has been a good deal of discussion regarding the physical difficulties of the route. I had occasion to make some remarks in London on that phase of the question and at once a very serious discussion arose as to the accuracy of the statements I had made, and the hostility of a certain portion of the press became distinctly manifest. When it is remembered that the insurance underwriters have a distinct interest in maintaining a certain position in regard to Canadian traffic it will be evident what the source of some of the hostility is. I took the trouble to go very carefully through the press criticisms of the remarks and examine again the sources of the information and I did not see that any successful attempt had been made to controvert the substantial accuracy of what I had said. What I said was substantially this, that so far as the question of fogs is concerned upon this route between Halifax and Liverpool that had been fully and

Thoroughly Investigated.

by the American hydrographic survey, and we were in a position to know, not to surmise, but to know by actual observation of the most careful and scientific character what was the prevalence of fog upon the Canadian route and what was the prevalence of fog upon the American route, and what the relative percentage of fog is. The hydrographic survey have fog charts prepared, in which they show the percentage of fog during the days when fog is met with. You can draw a line upon these charts from Halifax to Liverpool, from Halifax to New York and from Halifax to Quebec, and the line will run through a series of squares, which are marked showing the percentage of fog upon these particular days, and you can average out the exact percentage of fogs which any vessel will meet in certain months in the year by going along that line.

"There are a number of things that have to be considered in connection with the service. The first series of questions which we have to consider—which I do not desire to discuss at length, but only briefly to mention—relate to the physical side. Calculations have been made, and discussions have been carried on on the basis of the service being from Liverpool to Halifax in winter, and from Liverpool to Quebec in the summer. I have no desire to express any opinion on the subject as to where the terminal points should be. If I were to venture to express an opinion on that subject that opinion would be the one I have already expressed—that the winter port should be at Halifax and the summer port at Quebec. But, obviously, no one can be committed to that at the present time. The governments of Great Britain and Canada have to act on the subject, and they have to agree with the company in regard to the transaction of the business, and then will be time enough for the question of ports to be settled. Meantime, we can only discuss it hypothetically on the basis of these ports, and consider how we can meet any difficulty that may be raised in regard to the physical questions of the case.

"I think those members of the House who have not given special attention to the subject will be gratified to know that the tabulated result of the comparison shows that the average fog on the Canadian route is three and a half per cent., and the average on the New York route is eight per cent. As a matter of fact the heaviest fog is just outside New York for a short distance eastward. On the New York route the maximum fog averaged a quarter of a voyage, dividing the voyage into quarters so as to get as large a scope of comparison as possible. The New York quarter maximum fog average is twenty-two and a half per cent., and the Canadian maximum is twenty-three per cent. On the New York the maximum on the whole voyage is sixteen per cent., and the Canadian maximum eleven per cent., so the idea that the short route from Canada is seriously impeded by fog from Halifax eastward is an entire mistake. As a matter of fact there is twice as much fog on the American route as on the Canadian route."

Mr. Foster.—"I would like to ask my hon. friend how long a period these averages are based upon?"

Mr. Sifton.—"I cannot answer my hon. friend exactly. I will get him the chart so that he may acquire definite information. But it goes back for a considerable length of time and is worked out very carefully. That is the percentage given at the hydrographic office at Washington."

Sam Hughes.—"Has the hon. gentleman any record of the distance from the shore to the fog bank on the United States route and those on the Canadian route?"

Mr. Sifton.—"The chart is a map of the ocean and the percentage of fog is shown in little units upon the surface of the water so that you can see exactly what there is and what is the percentage."

Sam Hughes.—"Is it nearer the Canadian or the American shore; in other words, are the dense fog banks nearer the Canadian or the American shore?"

Mr. Sifton.—"The American fog does not extend further than just inside the gulf of St. Lawrence, or in the neighborhood. The geographer of the government is making a thorough investigation. He has not yet got the information, but from a conversation I had with him a little while ago I think the result will show that there is not a large percentage of fog even in the gulf, and we shall be agreeably disappointed when the results of that enquiry are carefully tabulated.

"I have referred to the matter because I found in London a most determined stand taken by everybody with whom I discussed the question of fogs. They seem to have the idea, which it is almost impossible to eradicate, that the Canadian route, the further north you go, the worse you find the fog; where, as a matter of fact, the further north you go the less fog you find upon the ocean."

Ice Question Not Serious

"Then there is the question of ice. I discussed that very fully and had others discuss that with the C.P.R. authorities. As a matter of fact there is no serious difficulty on the subject of ice at all. The captain of the Empress of Ireland, who is a most experienced and competent man, told me that the ice did not give him any embarrassment; that it merely had the effect, from December to May, of requiring a slight deviation to the south. The ice comes down by the coast of Newfoundland, and from December to May there is necessarily a slight deviation to the south, growing a little more each month until the month of May and then they are able to take a more northerly route again. So all the na-

vigators agree that there is no serious danger to be apprehended from the subject of ice.

"On the subject of losses on the St. Lawrence, we had considerable discussion in London. An attempt was made to show that the statistics that were furnished by those who advocate this route were not reliable. I went to the office of the board of trade with Mr. White, the Canadian geographer, and we went carefully through all the statistics furnished by the board of trade with the result that it was shown that the figures we had given were substantially accurate.

"The difficulty is this, that when they are talking about losses on the St. Lawrence route, they count in against you every little coasting vessel that happens to run against a rock. Everything in the shape of a vessel of more than a few hundred tons is counted a vessel lost on the St. Lawrence. You do not find this on any other route in the world. A vessel going out of New York harbor and, perhaps, running into the coast a hundred miles north of New York is not counted against the New York route, but they follow some such system on the St. Lawrence route, and it takes a careful examination of this to show the real facts in connection with the St. Lawrence route.

"The truth of the matter is that from 1880 to 1907, between Quebec and Liverpool, and between Halifax and Liverpool, which are the routes of which we are talking, only five passenger vessels, properly speaking, were lost, and passenger vessels are, of course, all we have to consider. That is not a bad record. Upon investigation three of these were shown to have been lost on account of lack of experience or lack of care on the part of the navigators. One was lost in such a way that we may fairly consider the loss was due to the dangers of the route. One other was lost in such a way that an investigation showed that if proper soundings had been taken the vessel could not have been lost. Thus from 1880 to 1907 on this route only one passenger vessel properly so called, has been lost owing to the dangers of the route. Obviously the question of the dangers of the route have been exaggerated by the opponents of the scheme.

Cost of Undertaking.

"Careful investigation has been made for the purpose of ascertaining the cost of such a service as I have been speaking of; and while it is very difficult to arrive at a very clear conclusion on the subject, an effort has been made to make the calculation as definite as possible, and I think the conclusion which has been arrived at is a safe and reasonable conclusion, and will be found to be justified by fact if an attempt is made to justify them. It is estimated that a 24 knot weekly service between Great Britain and Canada of the character I have spoken of and a fortnightly service between Vancouver and New Zealand and Sydney, Australia, would in the whole cost for subsidy £1,000,000 per annum. It has been suggested that a reasonable allocation of the proportions of that million pounds sterling to various contracting parties would be: Australia, £75,000; New Zealand, £100,000; Canada, £325,000; Great Britain, £500,000, thus the three colonies concerned would contribute one-half the total amount of the subsidy and Great Britain the other half.

Awaits Definite Action.

"I think it can safely be said that New Zealand is willing to give £100,000. As to Australia, it is not so clear what her present position is. Great Britain awaits a definite proposal on the part of the colonies concerned. Australia, New Zealand and Canada, and we may therefore say that the present position of the project is that it awaits definite action on the part of the government and parliament of Canada looking to the co-operation of New Zealand and Australia, and then to a definite proposition being presented to the government of Great Britain. At the present time, judging from the payments of last year, we pay about \$680,000 a year for the Canadian-Australian service and for the Atlantic mail service, so that by the proposed distribution we would have to pay in addition to what we are paying now, for these services, from \$90,000 to \$950,000. That, therefore, would represent the amount of money which Canada would have to pay in order to bring about this very greatly improved service.

"When you come to consider the various arguments that may be advanced in favor of this proposal you enter at once upon a very large field a field that I for myself do not propose to enter this afternoon. Briefly, I think it may be conceded that the growth of Great Britain and Canada and of Australia and of New Zealand has now arrived at that stage which justifies the people of these countries in coming to the conclusion that they are entitled to have the best service and best methods of communication that modern skill and modern science will enable them to have. They are all great and healthy, all increasing in prosperity, and having united themselves together in an imperial organization they at the same time declare it is in the best interests of the organization that the best possible means of communication should prevail between these countries. It is absolutely a question for the different component parts of the empire to consider whether they are willing to pay the price.

"So far as Canada is concerned what may be said to be the argument in favor of it from a commercial standpoint you can put in two or three ways. At the present time the mail, passenger and freight service of the best and quickest character from here to Great Britain

goes through the States, and from Australia and New Zealand goes across the continent of Europe; it does not go by our ports or our own territory. In other words, so far as travel and transportation are concerned Canada is on the side street instead of the main thoroughfare. What this proposition means is that Canada shall be put upon the thoroughfare, instead of remaining on the side street. If I argued for a month I could not make it any plainer than that; all the great social, political and commercial advantages which come from being upon the main avenue would come to Canada if this scheme were carried into effect.

"There have been, and there will be, objections of a serious and difficult character to overcome. It has been said that certain corporations of an influential character are opposed to it. That is so, to some extent, in Great Britain as in Canada. I have seen statements made, for instance, by men connected with the C.P.R., that indicated in some degree hostility to the project. To what extent their hostility goes I am not in a position to say, but the railway companies have been opposed to things in Canada before and these things have, nevertheless, come to pass. The G.T.R. was not in the early days very much enamored of the building of the C.P.R., but the C.P.R. was built; and in later days, perhaps, the C.P.R. was not very much enamored of the building of the G.T.P., but the G.T.P. will be built. Thus, you cannot always look for guidance to the gentlemen who control the destinies of these great companies; and I, for my part, feel very hopeful that if the matter is approached in a proper way we shall not have hostilities on the part of these gentlemen or of the C.P.R. or any other railroad company in Canada. On the contrary, I hope that if the governments of the colonies concerned met with the government of Great Britain and agreed upon a proper basis and decided upon the inauguration of this service, some means could be devised whereby the C.P.R. and the G.T.R. and the C.N.R. and the I.C.R. would all join together for the purpose of making this scheme the great success it ought to be, and if they do this with the influence that will be placed behind it I have no doubt there will be very little difficulty in making it that success.

"I shall not attempt to discuss the project in detail nor to give the reasons, many of which will occur to any one, in support of the project, but I have thought that the time had come to make a few remarks upon the subject and to state the position as it is today in the hope that interest may thereby be further excited in the subject and that the government may feel itself justified at an early date in taking a decided position in connection with this subject."

PITY THE POOR FARMER

Not January, but spring time is the beginning of the farmer's year, when earth throws off the winter's sleep to the call of the southwest wind and the hills tremble in the vaporous haze with the sheen of a bridal veil. Only yesterday, the trees swung bare to blustering March wind. Suddenly, one morning when you awaken, the voice in the branches is no longer a complaining. It is a singing—a low singing—a crooning that sends you harking back to your youngster dreams, a chant of all the inarticulate things of life voicing gladness, and when you look out of your window—why, the thing is magic. Only last night, the trees were naked as antlers, and this morning between you and the sky, they are clothed in a cobwebby network, part vapor, part sunlight, with the tiny buds red as rubies, where the little green leaflets are ready to burst their sheath, and a robin is sitting on the topmost branch splitting his throat in a three-time note that is a bugle call of happiness to the whole wide world.

Plainly, magic has happened during the night. The magic is spring. And the farmer hitches up his team of heavy draughts for the plough. The year is at its promise. He is going out to accept that promise to him. "Poor farmer," the man in the blue jeans has been called because he has to follow a furrow in top boots, while other men slave in offices shut away from an outdoor world.

"Sir," exclaimed a little

Balfour's Speech on Reduction of Armaments

PEAKING in the British House of Commons on Monday, March 2, on the motion by Mr. Murray Macdonald, "That, in view of the continued friendly relations with foreign Powers announced in the gracious Speech from the Throne, this House trusts that further reductions may be made in expenditure on armaments, and effect be given to the policy of retrenchment and reform to which the Government is pledged," Mr. Balfour said:

I am sorry to intervene at this hour, but it is necessary to leave space for the Secretary for War, who will reply on the whole debate. I have not heard the whole of the speeches since the dinner hour, but I heard the whole of the debate before that time, and I do not think any hon. gentleman will dissent from the opinion I express, that the speeches were able and interesting, but the debate itself has been very unsatisfactory. It has been unsatisfactory for a quite simple reason—that we have not all been addressing ourselves to the same issue; the House has not been occupied in discussing the arguments for and against a simple question of policy. Quite the contrary. Partly from the use of the particular phraseology in the propositions, and partly from the introduction of subsidiary circumstances, we really have been for a large part of the debate at cross-purposes. If I may say so, one of the most fruitful causes of a certain discrepancy and want of concentration in the arguments on either side has been that while some hon. members have been discussing economy others have been discussing reduction. Now, economy and reduction are quite different things. (Hear, hear.) The Secretary for the Admiralty, for instance, never discussed reduction; he spent the whole of his time in a long and able address upon economy. He was occupied in showing that, as trustee for the taxpayers and administrator of the Navy, he had done a great deal to save here and save there by introducing better methods; and in the same way the Chancellor of the Exchequer occupied a large part of his speech in contrasting, not different policies of two successive Administrations, but the question of economies he alleged were made by the Administration of which he is a member, to show that they were better stewards of the taxpayers' money than those who preceded them. I am not going to discuss this question of economy as distinguished from reduction. If you are going to deal with questions of economy, that is to say if you are going to ask whether the predecessor of the First Lord of the Admiralty was a more careful administrator of public funds than the present First Lord, or whether the late Secretary for War was a worse administrator of funds than the present, you inevitably involve yourselves in an endless controversy about some departmental detail. (Cheers.) Do not let anybody suppose that I regard departmental details in connection with finance as insignificant. I quite agree that they are very important. It is very important that the public funds should be administered without waste. It is the business of the Committee of Supply in discussing the Estimates to do what they can to prevent waste. But on this resolution we should only be lavishing our time if we were to discuss, not questions of reduction, but questions of economy in regard to departmental administration, which show how vain these discussions are. We had the question of loans for public works dealt with at great length by the Chancellor of the Exchequer. The Chancellor of the Exchequer is fond of discoursing on detail. He thinks the whole course pursued by the late Government was one of extravagance. (Ministerial cheers.) He thinks that the habit of contracting even short loans throws upon—he said posterity, but I suppose he ought to have said the next Chancellor of the Exchequer—the cost indulged in by one administration. I think the Chancellor of the Exchequer has gone much too far in all his speeches on this subject; and I think, if the present Government runs its natural and appointed course, he will, before leaving office, find that he has gone too far in the matter of detail. The hon. gentleman who seconded the amendment made a very interesting parallel between good business methods and Government methods, and he quoted, as he had a right to quote, the extreme success with which he is identified of the business he has built up. He quoted a saying that no business man should regard the opinion of his experts with too profound or too subservient a reverence. I appeal to the same right hon. gentleman on another matter connected with this, and I ask whether there is a business firm in the world, from the largest railroad down to the smallest industrial enterprise, in which it is not only proper, but absolutely necessary to deal with great capital expenditure by spreading it over a certain number of years. There is no other way of doing it, and if you refuse to do it in this way the only result is that you will not do it at all. (Cheers.) I would, therefore, reply on that ground, which is, I think, subsidiary and apart from the main topic, in the following way: He says that by borrowing money you are throwing upon future governments and future taxpayers the cost of carrying out your permanent improvements. I say that by his course he is throwing greater burdens on those who are to come after him. If you neglect these works while you are in office on the excuse that if you have not the money you will refuse to borrow, if the work in consequence remains undone, the result is inevitable. Repairs cannot be avoided. The time comes when they

must be done—when the barracks become so abominably insanitary, so utterly impossible to use that they have to be renewed, or the cry for a new naval base conforming to new conditions of strategy becomes overpowering. Then you have to find money. You have to complete your annual Estimates for the necessary work of the year, or you have got to borrow so as to be able to carry out capital expenditure with capital money. I am not going to dwell on the point further; but I have brought it in to show that we really have been led off, in the first instance, I must say by the Chancellor of the Exchequer, and, secondly, by the Secretary to the Admiralty, from the great issue really raised by the mover and seconder to quite subsidiary and subordinate questions as to comparative skill and dexterity of administration between two successive Boards of Admiralty or Ministries. Do not let us confuse during the short time that remains to us the two great questions of economy, which everybody is in favor of, and retrenchment or reduction, which is quite a different thing, and involves questions of great Imperial policy.

The True Issue

If I have, by what I have said, cleared the ground, surely I am right in saying that the true issue has not been put or met from the Treasury Bench? (Hear, hear.) The true issue was put by the mover and seconder of the amendment and by the hon. and learned member for Walthamstow. They say that the present Government—and, to do them justice, they say also the late Government—have brought us into such an international position that we ought to have great reductions in our defensive forces. (Ministerial cheers.) We have been present tonight at one of those Parliamentary comedies—I dare say they are inevitable—in which the responsible Ministers have got to find a way out from a situation of difficulty, which situation depends on the fact that there is a real disagreement between themselves and their followers which they want to disguise (laughter), and possibly something resembling a real agreement with their opponents which they wish to forget. (Laughter.) I heard a great deal from the Chancellor of the Exchequer and from the Secretary to the Admiralty of economies practised and of elaborate comparisons between the Estimates of one year and the Estimates of another—comparisons, by the way, which omitted such important facts as that we had to re-arm the whole Army with a new gun just at the time when some of the important diminutions of expenditure by right hon. gentlemen opposite began to produce their effects. (Hear, hear.) But I do not wish to proceed on these side issues. The fundamental issue is this—Is the general scale of armaments and of expenditure upon the Army and Navy which the late Government thought necessary still necessary, or ought we fundamentally to modify that scale in consequence of recent diplomatic arrangements? That is the question to which I wish to speak. That is the question of which the Chancellor of the Exchequer did not say a word from the beginning of his speech to the end, except that he did admit, quite explicitly, that the two-Power standard was one which the Government were prepared to maintain, although his friends will accompany him into the lobby insisting that the necessity for the two-Power standard has been exploded owing to readjustments in international arrangements within the last four years. (Laughter.) I have some questions to ask on the real issue that is before us. First, in regard to the Army. Can we or can we not do our duty necessary for the defence of the frontier of India if we carry much further our reductions in the Regular forces of the Crown? Every one who has studied the Indian question knows that if there is to be a war for the defence of the frontier of India it is not going to be a short war, the natural wastage of war would be especially great in a country of the climatic conditions of India. Do the Government think that with the inevitable wastage of war we could do with a materially smaller number of regular troops to deal with the difficulties of the first year or eighteen months of such a campaign? That is a question of purely scientific examination. I agree with the right hon. gentleman who seconded the motion that you must not treat experts as if they were infallible authorities. But, at the same time, it would be folly to ignore them; and I understand that is a folly which the Government are not committing and do not intend to commit. The Chancellor of the Exchequer told us that the whole question of the defence of the frontier of India was being subjected to a most close and critical investigation by those scientific advisers, and that they were entering into it without the slightest arrière pensée or any desire unduly to force the decision of that investigation in the direction of reductions. No military position in the world is more essential than the defence of the Northwest frontier of India. Though we spent an infinite amount of time and trouble over it, the subject was not complete when we left office, and I am glad to find that the investigations have been taken over by our successors. But have the Government the smallest prospect that the military authorities in India will admit that we can deplete the resources in this country of regular troops which will be required for India far below the necessities there? I greatly doubt it; and, if that is, then the conclusion is that we are not merely dependent on considerations derived from the Cardwell system for keeping up the number of our Regular troops, but that we depend on something more fundamental, more essential, and which is not so

arbitrary as the mere balance of battalions at home and abroad, for in addition to that we depend on considerations based on the vulnerability of our frontier in India and the possibility of meeting all military exigencies. (Cheers.)

The Two-Power Standard

The Chancellor of the Exchequer says that he adheres to what is known as the two-Power standard. It is not a strictly scientific standard, but it is a good, broad, roughly working hypothesis. (Cheers.) It is a standard which everyone can understand, and the point of which is quite plain and obvious to the "man in the street," as it is plain to everybody else. It is therefore invaluable in practice. I wish that we had it in the Army. The nearest approach we have to it in the Army is the Cardwell system. The two-battalion system gives a rough standard, but it is far less valuable for practical purposes. Then I ask this plain question. The Chancellor of the Exchequer said distinctly that he adhered to the two-Power standard; but the mover and the seconder were as distinct and as explicit in stating that they did not adhere to it. (Cheers.) Are these two bodies of men—the Government and those who support them, the critics who move this resolution and those who oppose it—going into the same lobby on the same question (cheers), differing not about a trifle, not about something that is an exceptional accident in the situation, but differing fundamentally and on a point which, in the opinion of those who believe in the two-Power standard, they believe in because of its security for national safety as well as national prosperity. (Cheers.) There you have the two opposite schools of political and military thought. Are they going to be joined together in holy matrimony over the amendment of the Chancellor of the Exchequer? (Cheers.) If so, then I know a just cause or impediment (laughter and cheers) why they should express publicly and in the face of the world the reason why there is this fundamental difference, and why a resolution is brought before the House, the whole course of which is to bring light upon this difference of opinion which should not be disguised in the discussion of this meaningless amendment. (Cheers.) I believe myself to be in agreement with the Government on this point and in disagreement with the mover and seconder of the motion, although I do not think that the division lobby will show that. (Laughter.)

101

Foreign Policy and Armaments

But let us ask what is the basis of the opinion of the mover and seconder, and of those who agree with them. What is the reason why they wish our ancient policy to be abandoned, what novelty is there in the existing situation requiring us to violate principles which have been accepted by successive Governments and successive parties for many years? I think that I can put the whole of their argument in two or three sentences. They say that the naval and military policy depends on the Foreign Office. The foreign policy of the present Government is a policy of peace and good will. It has found practical embodiment in the agreement with Russia; and therefore you ought, it is said, to find in your National Budget some reflection which can be estimated in pounds, shillings and pence of the exact amount of the good will which you have succeeded in obtaining by your diplomatic dexterity. "Show us," they say, "in your army and navy estimates the pecuniary equivalent of your skill in diplomacy." I think that is an utterly erroneous way of reading either the signs of the present times or of any times. (Cheers.) I may put in parenthetically the modest suggestion that peace and good will were not the invention of the present government; that their predecessors were anxious to be on good terms with their friends and neighbors; and, if you are to estimate the value of the foreign office by these crude methods, we on this side may point to a series of treaties of arbitration and of arbitrations carried out, and finally to agreements with foreign powers, to which this government, with all its good will, can really show as yet no parallel. If the relations between us and foreign powers are so much better than they were ten years ago, then because we have been in office longer we have done more than our successors. (Cheers.)

The Chancellor of the Exchequer—I expressly shared the credit between Lord Lansdowne and my right hon. friend.

Mr. Balfour—The right hon. gentleman was perfectly fair. I only want to show that if these good relations are a ground for economies; they have been so for some time past. (Cheers.) Let us now examine that which is the fundamental proposition—that if only you make treaties of amity and arbitration with a sufficient number of your neighbors, then you may cut down your military and naval expenditure to the point which suits your pockets, although it may not minister to your safety. That is fundamentally erroneous. (Cheers.) Let us consider the particular arrangement which has been most in evidence in this debate—the Anglo-Russian agreement. Does it make the frontier of the Indian empire safe in the sense that it would enable us to make great military economies? I did full justice to the effect of that treaty in preventing Russia in times of peace from creating a new base from which to attack India. But that in any case would have been a thing of the far future which would have involved Russia in enormous expenditure. But as far as the actual and existing frontier of India is concerned we are no safer in case of a quarrel with

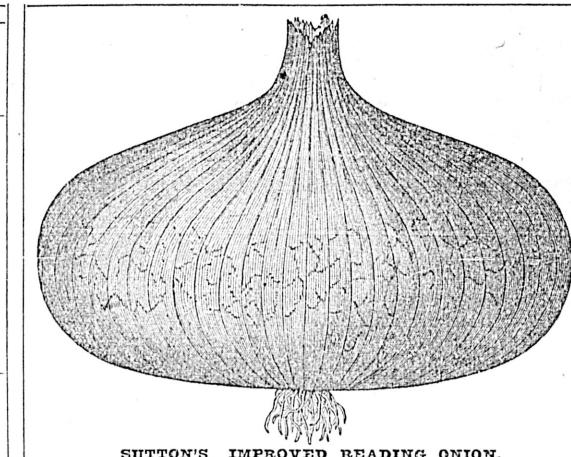
Russia than we were before. You say we shall not have a quarrel. Let us suppose that it is made more difficult and remote in consequence of the Agreement. Of course, I grant it is more improbable. But are you to allow the safety of your Indian Empire to depend on that improbability? (Cheers.) If you could in the course of six months raise from the soil an army capable of meeting all your requirements, I agree that while the two Chancellories were haggling over their quarrel you might put yourself in a posture of defence. But everyone knows that is impossible. To put the thing arithmetically. Estimate how long it takes you to create a great fleet and army and compare it with the time it takes you to quarrel with some one else. If you think it impossible to get up a quarrel under four or five years, then you may let your defences go down much lower than they are now. But it takes two years to make a battleship and a great deal more to make a sailor. (Cheers.) Does it take you more than two years to submit to a quarrel's being forced upon you? Does anybody think that in consequence of our specially good relations with France, Russia, and Japan, and in spite of the good terms on which, I am glad to think, we are with Italy, Germany and Spain—does anybody think that, in consequence of that state of things and by reason of it, we ought to leave these islands defenceless? (Ministerial protests.) I hear a murmur of dissent. (Ministerial cheers.) Well, if not defenceless, less defended? (Cheers.) If your defences are not adequate, what is less or more to you? If they are more than adequate to any possible difficulty, I agree diminish them. (Ministerial cheers.) But is that alleged? (Ministerial cries of "Yes.") That is alleged by hon. gentlemen below the gangway, but is it alleged on the Treasury bench? (Loud cheers.) And if it is alleged, as apparently it is, by hon. gentlemen below the gangway, have any single one of them in the course of this debate given the

grounds of the faith which is in them? Have they explained to us or to anybody else how we are to meet possible difficulties that may arise with less forces than we have at present? Have they gone over the ships and troops, all the apparatus of those who may conceivably be our enemies and compare them with our own means of defence? Not one of them. They have not gone beyond platitudes, eloquently expressed, but absolutely unmeaning and useless. (Cheers.) The fact is, and it really is a fundamental fact, that there is no greater fallacy than that of saying that armaments and policy are mutually interdependent, if you mean by policy what most people mean—namely, the efforts of the Foreign Office at a given time to keep on good terms with its neighbors consistently with maintaining the national honor. It is very important, it is invaluable, to have such a Foreign Office. It may save you from wars, it may save you from the fear of wars, but it is not a thing you can put in the place of fleets or armies? Fleets and armies are the only expedient known in this world by which those who desire to maintain their independence can maintain it in spite of the fluctuating movements of human passion. (Cheers.) I certainly do not underrate the abilities of the Secretary of State for Foreign Affairs, but neither he nor any other prophet ever born into the world could foresee what is to be the European political weather two years or three years hence any more than you can foresee the weather in the Channel next week or in the Atlantic a fortnight hence. These things are beyond human ken, and until we find some method by which political prophecies of that kind can be made with certainty, so long it is absolutely essential for the honor and safety of this country that we should keep a Fleet and an Army adequate to every enemy or combination of enemies which is likely to arise, and which, according to all experience, we may have to meet either on sea or on land.

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